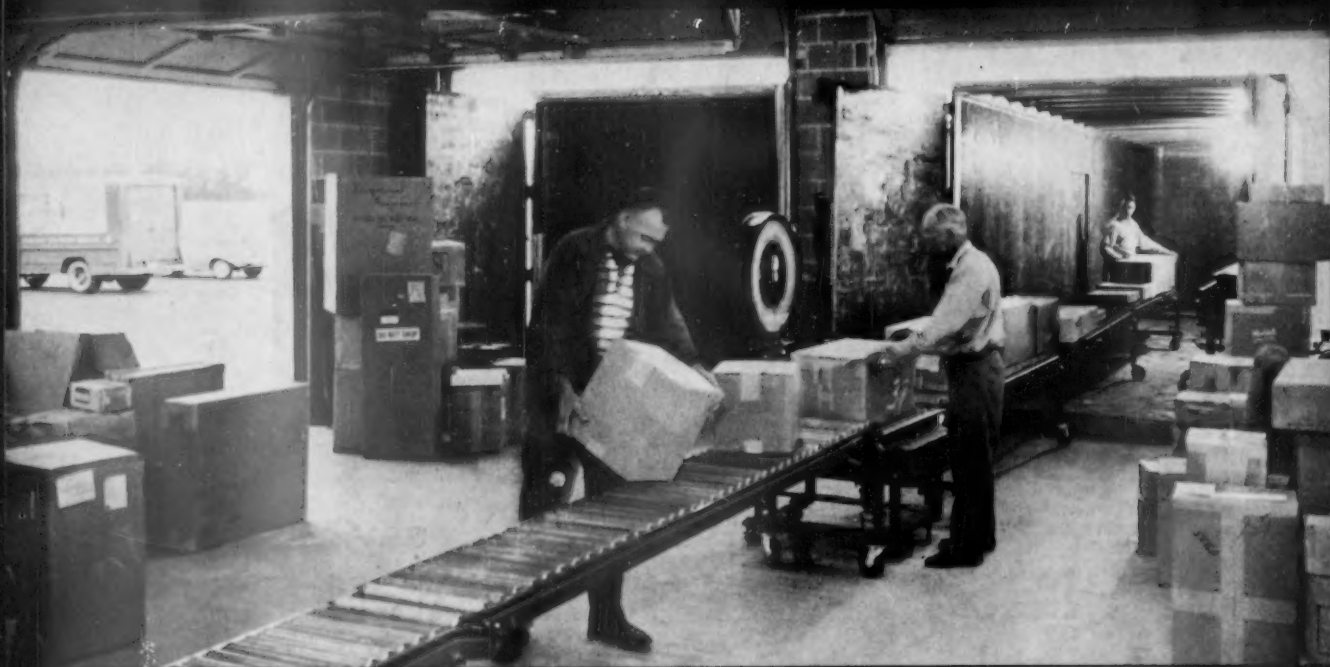


How UP Lights
Ogden Rip Track

October 3, 1960

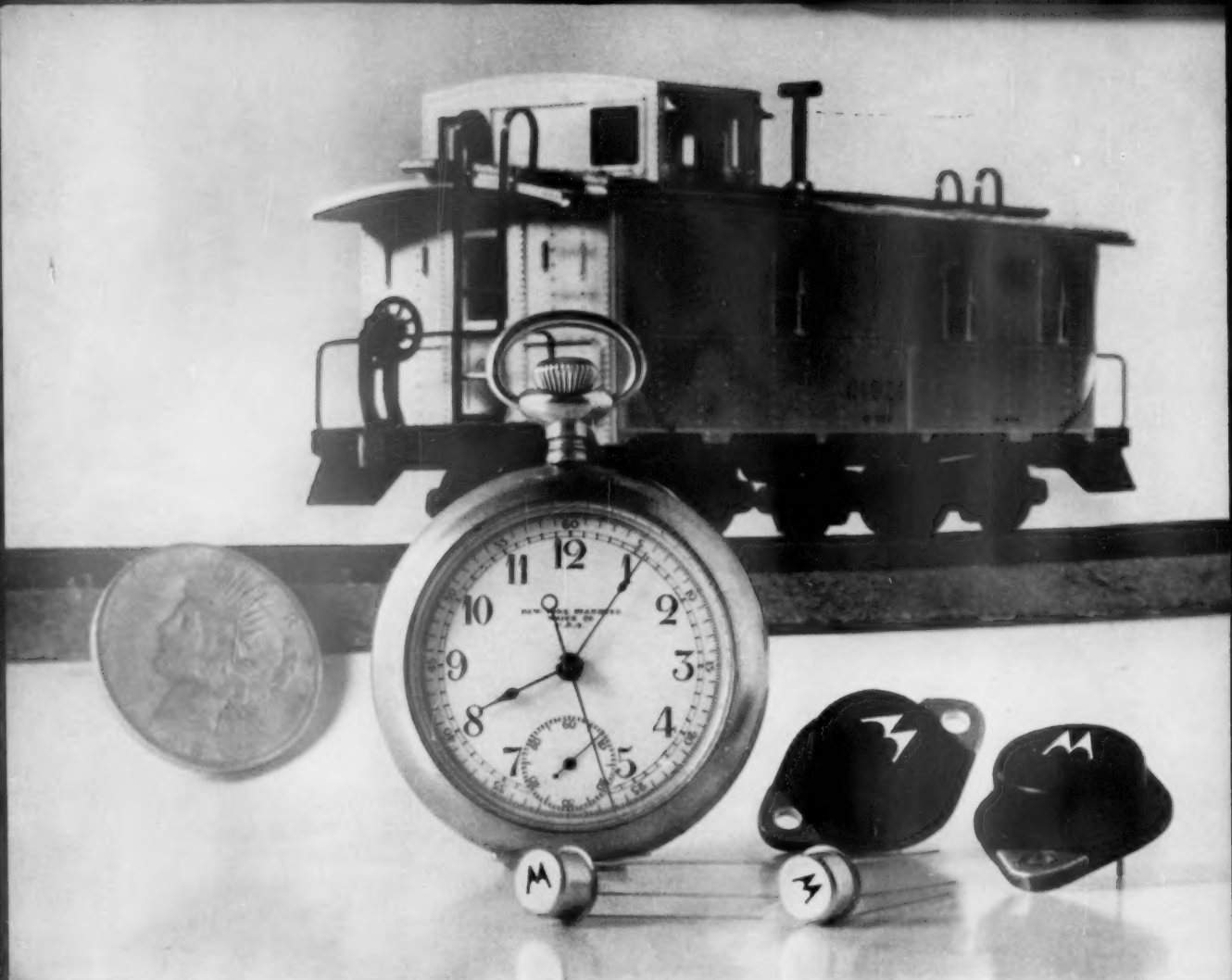
RAILWAY AGE *weekly*



Working Flexi-Van load at new REA terminal...p 12

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PRR Mechanizes Tax Accounting...p 18



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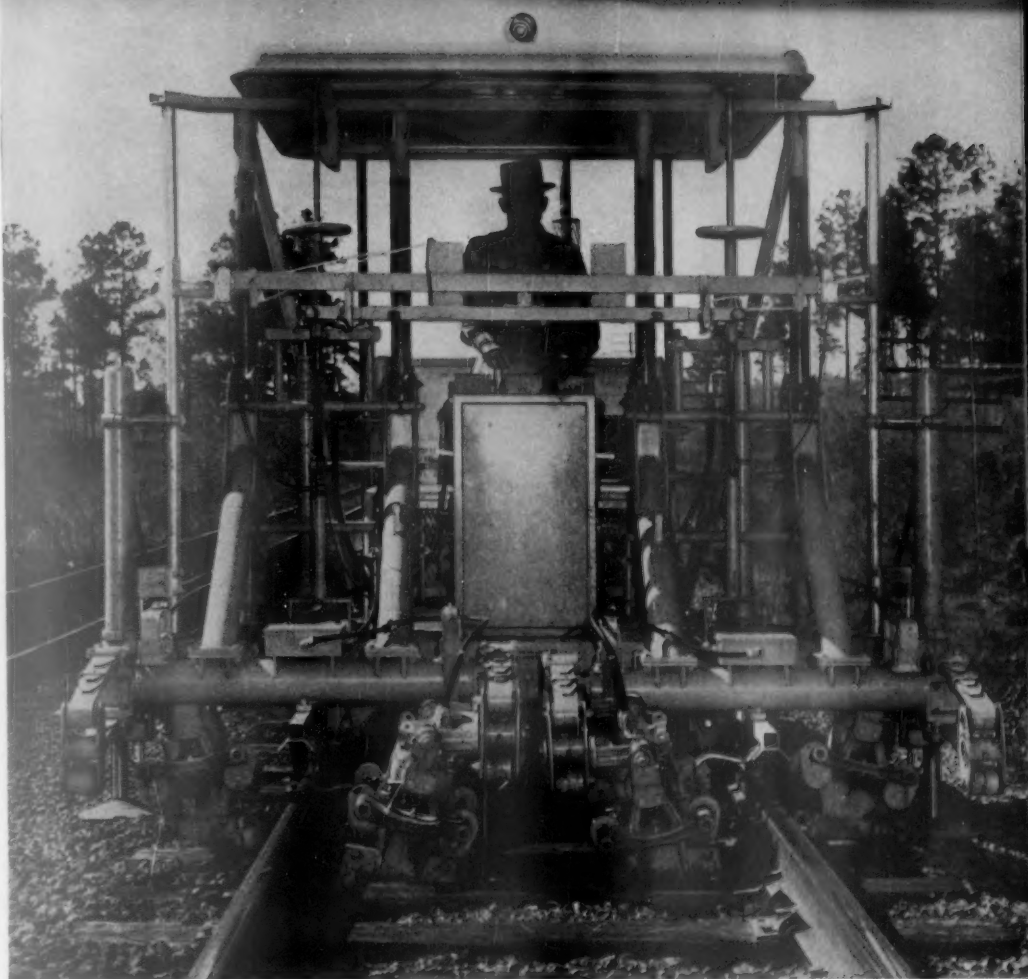
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Rail rocket role definedp. 9

In a four-day missile transportation seminar conducted by the Department of Defense at the Army Air Defense Center, Fort Bliss, Texas, rail participants were reminded of rail achievement in rocket transportation — and heard that the potential of surface transportation remains almost wholly untapped.

Cover Story—REA speeds its key-point terminal program.....p.12

The program is designed to improve express service on a nationwide scale by centralizing terminal operations. The first new terminal, a \$125,000 facility, was opened last month. A \$500,000 terminal is scheduled to open this month at Garden City, Long Island.

Convair shows rapid-transit car designp.16

The aircraft manufacturer developed the design to meet requirements of the San Francisco Bay Area Rapid Transit District. It is said the car would have twice the effective speed of a conventional interurban car or subway train.

Cover Story—PRR mechanizes property tax accountingp.18

The new procedures, using IBM equipment, will streamline payment of more than 25 different types of taxes. In addition, the new system permits production of many statistics useful to management but not now readily available.

Cover Story—How the UP lights Ogden rip trackp.24

Output has jumped an average of five cars per shift since the road installed a new lighting system in its Ogden, Utah, repair yard. The level of illumination is so even that stand lights are no longer needed.

Port agency will bid for H&Mp.32

The Port of New York Authority, long committed to a policy of developing highway facilities between New York and New Jersey, now says it is willing under certain conditions to pay \$20.5 million for the H&M Railroad — and spend another \$49.5 million in rehabilitating the rail transit line.

The Action Page—High switching costs reduce jobsp.38

Terminal costs have a direct bearing on the railroads' ability to compete for traffic. When traffic is driven away by high costs, which mean high rates, railroad employment suffers. Cost control is of vital and parallel interest to both management and labor.

solo performance

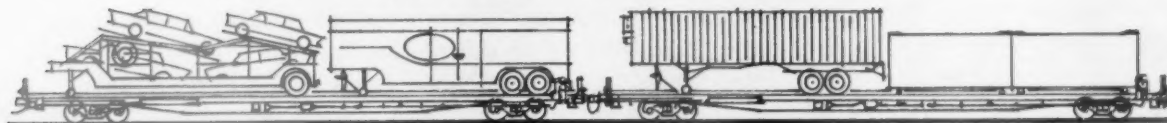


One-man loading scores big piggyback savings

It's a one-man job, loading or unloading the new General American G-85. Securing the trailer is done from within the cab. Center guide rails assure automatic alignment—make it a simple hands-off-the-wheel job.

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TRADE MARK

Week at a Glance CONT

Current Statistics

Operating revenues	
7 mos., 1960	\$5,647,350,460
7 mos., 1959	5,846,964,866
Operating expenses	
7 mos., 1960	4,468,305,006
7 mos., 1959	4,562,546,451
Taxes	
7 mos., 1960	616,918,640
7 mos., 1959	632,589,611
Net railway operating income	
7 mos., 1960	354,373,380
7 mos., 1959	462,418,217
Net income estimated	
7 mos., 1960	248,000,000
7 mos., 1959	339,000,000
Carloading revenue freight	
37 wks., 1960	22,029,391
37 wks., 1959	22,258,101
Freight cars on order	
Sept. 1, 1960	23,866
Sept. 1, 1959	37,172
Freight cars delivered	
8 mos., 1960	39,419
8 mos., 1959	27,435

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Short and Significant

Erie and Lackawanna directors . . .

at separate meetings last week formally accepted terms and conditions of the Sept. 15 ICC order approving merger of the two lines. The first meeting of the 22-man board of directors of the merged company will be held in New York City Oct. 17 to transact necessary legal and corporate matters, including election of officers. It is expected that first official announcement about the officers of the new Erie-Lackawanna Railroad Co. will be made after the Oct. 17 meeting.

Tariffs have been filed . . .

with the ICC by ten western carriers asking a 5% increase in interstate passenger coach fares effective Oct. 1. Requesting the increase are CB&Q, CGW, Milwaukee, Frisco, Wabash, C&S, FW&D, GM&O, D&RGW and UP. Intrastate coach fares will also be affected in Arkansas, Iowa and Michigan.

An emergency board . . .

has been created by President Eisenhower to investigate the wage-and-rules dispute between railroads with marine operations in New York Harbor and those of their employees who are represented by the International Organization of Masters, Mates and Pilots. The President acted after the union posed a strike threat.

October 20 is the date . . .

by which the LIRR will have to file its reply to BRT's \$10 million damage suit against the railroad service interruption insurance program (RA, Sept. 12, p. 60; Sept. 19, p. 70).

Forecast of shippers' advisory boards . . .

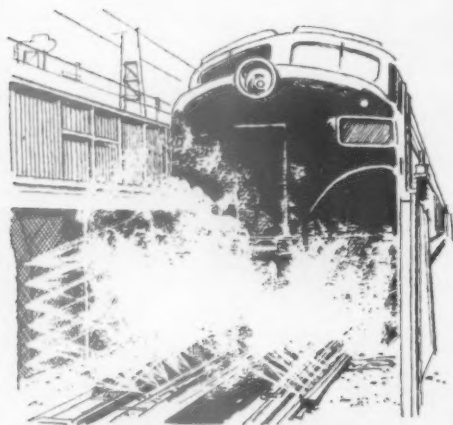
estimates that carloadings of the current quarter will be 6.1% above those of 1959's fourth quarter. The estimate puts prospective loadings in the 32 principal commodity groups at 6,418,840 cars compared with actual loadings of 6,049,552 cars in last year's fourth quarter.

Mail-pay cases . . .

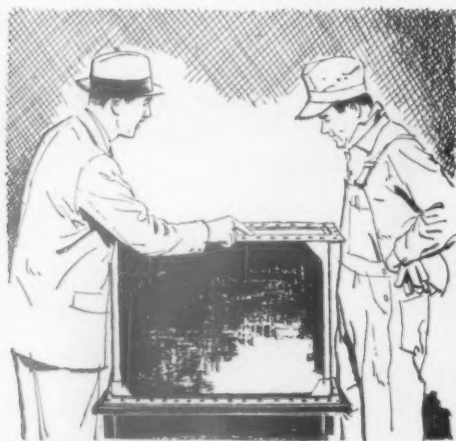
will perhaps be settled on agreed-on bases. The Post Office Department has advised the ICC that it wouldn't oppose increases averaging 8% for eastern railroads and 13% for southern roads. These would raise the annual mail-pay of those roads by about \$11.7 million and \$5.8 million, respectively. A similar settlement is expected in the western roads case which was scheduled for public hearing this week.

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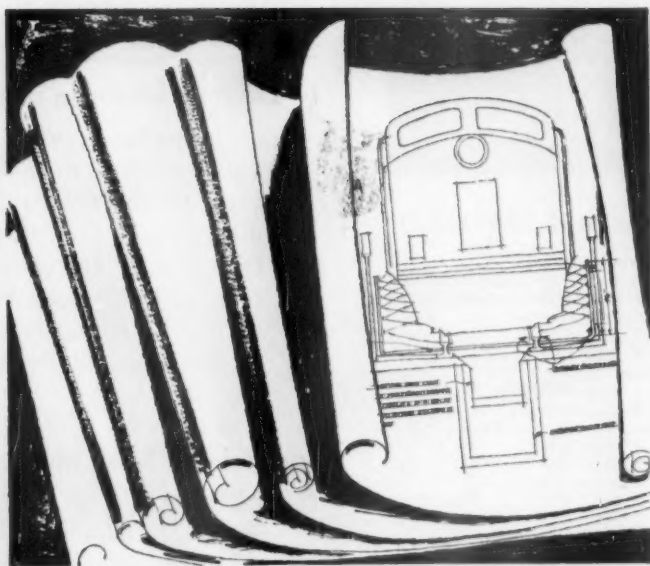
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Rail Rocket Role Defined

► **The Story at a Glance:** Transportation methods and service standards that sufficed during the era of conventional artillery don't meet the demands of the new age of rocketry and missilery. This was the word—presented in broad and specific terms during a four-day missile transportation seminar held at the U. S. Army Air Defense Center, Fort Bliss, Tex.

Basically, the armed forces make the same demands of transport companies that other shippers do. But where the U.S. missile program is concerned, there's absolutely no room for compromise on those demands. Service, responsibility, reliability of the carrier must be assured. The world situation and the requirements of the national defense won't permit any less rigid approach, military leaders told transport representatives at the recently concluded Department of Defense-Carrier missile seminar at Fort Bliss.

Thus far, they said, the potential of surface transportation remains almost wholly untapped. Railroads have played a part—in development of shipping methods for Polaris motors, for example, and in the upcoming large-scale participation in the Minuteman project which will put roving missile bases on rails. Motor carriers have made a number of special moves, particularly in connection with shipment of oversize missile components. But military air transport has assumed perhaps the largest role—the speed is there, the security is the tightest, the equipment is available and can be modified to meet specific cargo needs.

Railroad industry personnel (including AAR and Railway Express Agency delegations) represented about 10% of the total conference attendance. And the carriers' principal spokesman on the program—C. D. Buford, vice president-operations and maintenance, AAR—put the railroads squarely into the missile transport picture with a comprehensive outline of available industry services and specific proposals for future improvement of transport capability.

As a matter of future practice, Mr. Buford recommended that the military development agency and the prime contractor involved in a specific project bring railroad know-how into play in

the early planning stages. He also suggested that governmental agencies might enter into developmental contracts with transport agencies, in order to promote utilization of the full range of laboratory and research facilities of transportation companies and their suppliers.

Both the rail shipment method developed for Polaris and the close rail-military cooperation on Minuteman, he commented, show what can be done when rail facilities and experience are brought to bear early in the weapon system's development.

Railroad participation, however, isn't just a matter of technology and service. Certain critical considerations in the legal area remain to be settled—principally the matter of legal protection for carriers hauling extremely hazardous materials. The problem, AAR General Solicitor W. M. Moloney said, calls for enactment of "broad, comprehensive and flexible" legislation to permit negotiation of indemnification contracts covering movement of dangerous commodities for the missile program.

"Many of the railroads are very close to refusing to handle very hazardous

material, [and] management reluctance to undertake tremendous hazards could be a real deterrent to the program," Mr. Moloney said.

The military may be convinced that the "incident" potential is slight, Mr. Moloney noted. But the military is still compelled to take every possible safeguard—and, he said, the railroads are in exactly the same position, with their investment, their property and their public liability to worry about. Consequently, the carriers must be adequately protected against even the remote possibility of an incident occurring.

Moreover, Mr. Moloney noted, industry attorneys have held that there's no common carrier responsibility to move such extremely dangerous material and railroads don't hold themselves to be performing a common carrier function in, for example, movements for the AEC.

Two other rail industry representatives also took major parts in the seminar: T. R. Frederiks, manager, applied research, New York Central; and Al Grassmuck, chief inspector, Chicago area, AAR Bureau of Explosives. Both men stressed the industry's extensive



Electro-Motive: 8,000-hp Demonstrators

"Hot-shot" freights, hauled by 8,000-hp GP-20 demonstrators highlight locomotive replacement concept of Electro-Motive Division of General Motors Corp. Four GP-20's replaced five F units in demonstration runs on Burlington's Chicago-Denver line, while three "Geeps" replaced four F's on Chicago-Minneapolis trips. On Chicago-Denver run, the demon-

strator hauled 107-110 cars totaling 4,200-4,575 tons, at speeds up to 60 mph. Similar tests have been made on NYC, with four GP-20's replacing five units on runs out of Selkirk (Albany, N.Y.), Dickerson, W. Va., and Columbus, Ohio. The 8,000-hp unit has also been demonstrated on B&O and GM&O, will operate on 21 other roads during coming weeks.

background of experience—in research and development to reduce in-transit shock and vibration, in transporting conventional munitions in regular movements, in working out new methods for handling the larger components involved in present weapons systems.

The Department of Defense sponsored the meeting, through the Department of the Army and the Military Traffic Management Agency. Registration lists showed railroad and supply industry representation from the AAR, Atlantic Coast Line, Burlington, Chesapeake & Ohio, Rio Grande, Milwaukee, New York Central, Santa Fe, Southern Pacific, Texas & Pacific, Rock Island Motor Transit, Santa Fe Trail Transportation, Railway Express, the three territorial traffic associations, General American and Clark Equipment.

Watching Washington *with Walter Taft*

• **THE ICC IS NOW ON RECORD** with its interpretation of the 1958 Transportation Act's rate-freedom provision which is now Section 15a (3) of the Interstate Commerce Act. It means, the Commission says, that "In all intermode competitive situations coming before the Commission, each mode is given full opportunity to make rates reflecting its inherent cost and service advantages within lawful limits determined by the standards of lawfulness in the controlling rate-making provisions of the Act, giving due consideration to the Congressional policy declared in the Act."

THE INTERPRETATION was embodied in a letter the Commission's Committee on Legislation sent to Chairman Magnuson of the Senate Committee on Interstate and Foreign Commerce. The letter's main purpose was to oppose proposed legislation which would require all joint rail-water rates to be differentially lower than competing all-rail rates.

THE COMMISSION THOUGHT its views on the "important" rate-freedom matter might be helpful. The thought was inspired by the "substantially different interpretations" which have been urged by "responsible advocates," depending upon "their particular rate-making philosophy and sometimes perhaps upon their immediate interests."

TWO SUBSTANTIVE PROVISIONS are contained in the rate-freedom paragraph, the Commission said. It identified them as requirements that, in determining a reasonable minimum rate, the Commission shall consider the facts and circumstances attending the movement by the carrier or carriers to which the rate is applicable, and that the rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode.

THESE CHANGED THE ACT, the Commission continued, thus rejecting contentions that the new section accomplished nothing. In other words, the provisions it considers "substantive," the Commission also considers "new" in the sense that the Act previously contained no provisions dealing specifically with similar rate-making considerations "as applied to voluntary intermode competitive situations."

THEIR PURPOSE was made "quite clear" to the Commission by the Senate committee's report on the bill which became the 1958 Act. That purpose, as the letter

put it, was to express disapproval of those decisions "in which Congress doubted that the Commission had been consistent" in allowing carriers proposing competitive rates to assert their inherent advantages, and to admonish the Commission to be consistent in following the policy set out in its 1945 decision in the so-called Automobile case. That "policy" was stated in language like that now found in Section 15a (3)'s "substantive" provisions.

FULL AGREEMENT was expressed by the Commission with the Senate committee's statement that the section calls for placing "the principal, but not exclusive" emphasis on conditions attending movement of the traffic at stake by the carrier proposing a competitive rate. "That construction has been consistently followed by the Commission," the letter asserted. In another place, it said the Commission is applying the section "in full compliance with the letter and spirit of the statute."

A SOUND, OBJECTIVE AND PRACTICAL interpretation "becomes less formidable when it is understood that there is not the slightest indication of any intention to change or modify in any respect whatsoever the standards of lawfulness specified in the other rate-making provisions of the act," the Commission also said. It added that much of the "confusion and misunderstanding" has resulted from "determined efforts" to apply the section literally and independently of those other standards.

THIS "FACT," that the section was designed "to supplement—not subordinate"—the Act's other rate-making standards, became "abundantly clear" to the Commission when it considered the section's last clause, requiring that competitive rate decisions give "due consideration" to objectives of the National Transportation policy. This clause has been embraced by railroad competitors. It permits them to base protests against railroad rate innovations on the policy's call for prevention of "unfair or destructive competitive practices."

MEANWHILE, the letter also indicated that the Commission adheres to its previously-expressed view that, "ordinarily," fully-distributed costs should be the basis for identifying the low-cost carrier, and thus the rate-making carrier, in a competitive rate situation. That's directly contrary to the railroad position that fully-distributed costs should have no role in competitive rate-making.



...where railroad progress is cast in steel

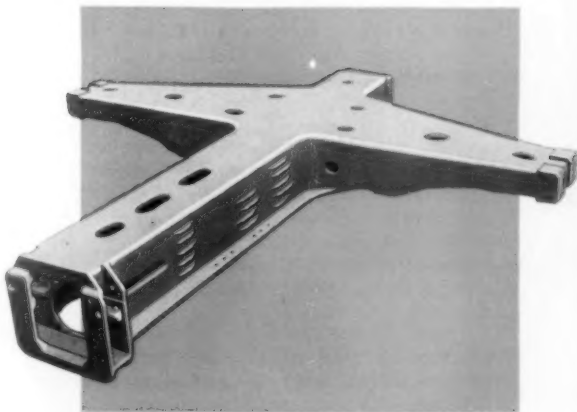
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That's why, for their new cars, Pacific Fruit Express specified 1,900 underframe end castings from General Steel. PFE recognizes the value of General Steel's underframe end which combines in one casting—the body bolster, center filler, center plate, draft gear stops, striker, coupler carrier pocket and side bearing pads.

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CONSOLIDATED EXPRESS TERMINAL at Garden City, Long Island, shown here in an artist's rendering, will be

the first of REA's new "key point" terminals in the New York area. First in the nation was at Kalamazoo.

REA Speeds Key-Point Program

► **The Story at a Glance:** Railway Express Agency's nationwide program to improve efficiency in centralized terminal operations got a big boost last month with the opening of the first of its new "key-point" terminals, a \$125,000 facility at Kalamazoo, Mich. Second step will be a half-million dollar centralized terminal at Garden City, Long Island, scheduled to open this month.

REA's key-point terminal program will eventually improve express service on a nationwide scale. Currently it is speeding the processing and handling of surface and air shipments in the Kalamazoo, Mich., area. Before the end of the month it will provide better and faster express services to 122 Long Island communities near Garden City.

Consolidation of seven Long Island express offices into a centrally located key-point terminal will be completed and the new terminal in operation this month, Railway Express says. The new \$500,000 facility will provide direct daily pickup and delivery service to 122 points now served by offices at Far Rockaway, Flushing, Glen Cove, Hicksville, Jamaica, Port Washington and Rockville Center.

Under REA's nationwide key-point program, fast rail service for long hauls between major cities is coordinated with new short-haul truck routes providing frequent service to and from key terminal area facilities. The key-point terminals, in turn, provide pickup and delivery service in a radius of 25 to 30 miles around the terminal area.

At Garden City, when the new consolidated terminal is in operation, all traffic between Garden City and rail terminals and airports in New York will

move by direct express truck highway service. This will make possible "earlier and more frequent arrivals and departures, affording more direct and better service to express customers," Railway Express said, in announcing the scheduled opening of the new facility.

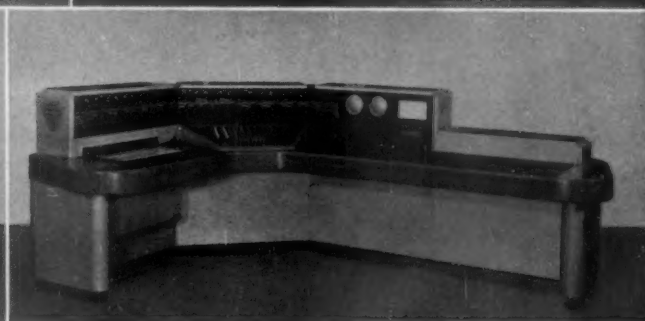
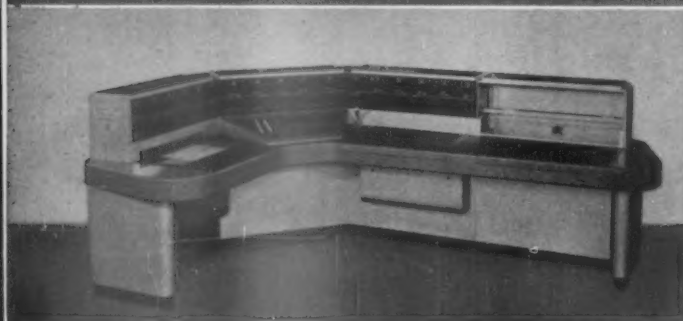
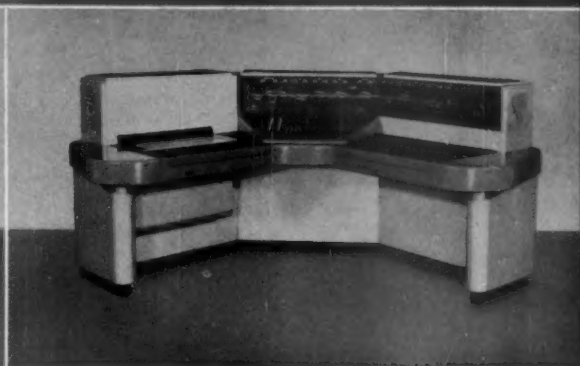
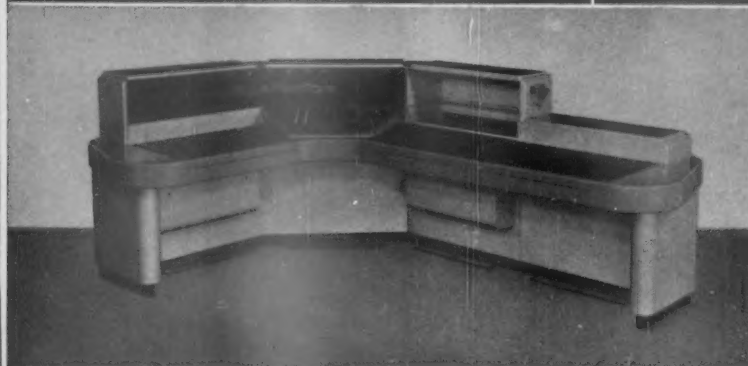
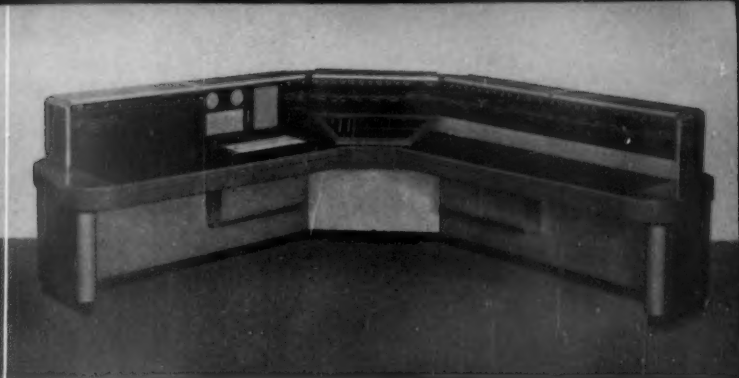
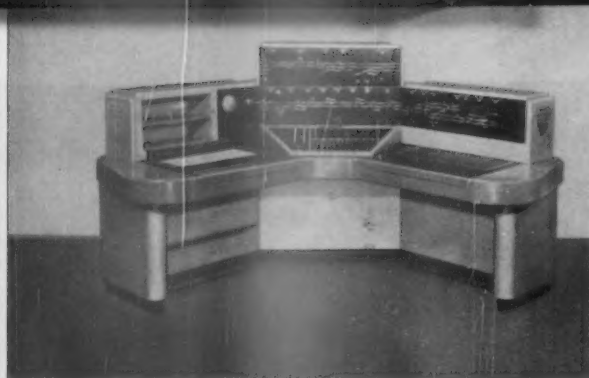
Other key point terminals will be established later at Brentwood and Riverhead to cover the remainder of

Long Island points, the agency says.

The key-point terminal at Kalamazoo, which was dedicated and opened officially on Sept. 21, is expected to double previous express-shipment handling capacity in the expanded, 100-square-mile Kalamazoo Terminal area. Kalamazoo and 14 other cities and towns receive daily pickup and delivery service from the new facility (see box).

Fact Sheet—REA 'Key Point' Terminal, Kalamazoo

- **Scope of Operations:** REA pickup and delivery service covers the entire corporate limits of Kalamazoo and 14 surrounding communities. Additionally, express offices at two other communities are served daily (Mon. thru Fri.) by REA's own over-the-road truck routes.
- **Area served:** About 100 square miles and some 150,000 people.
- **Volume of Traffic:** Some 20,000 rail and air express shipments are handled each month. This represents approximately 40,000 separate pieces of express packages, crates and cartons of all commodities including baggage.
- **Vehicle Equipment:** 19 motor trucks are used daily in express operations.
- **Inbound-Outbound Operations:** The inter-city transportation of rail and air express shipments is handled over the coordinated facilities of the New York Central and Lake Central and North Central Airlines.
- **Personnel:** Twenty-five employees direct express operations which are maintained 18½ hours daily, (5 a.m. to 11:30 p.m.) Monday through Friday and 7 hours (5 a.m. to 12 noon) on Saturday.



2,093 ¹⁸³⁶

~~1,400~~ Miles to be controlled

by new Union Traffic Control Centers

~~13~~ 15

Since the new Union Traffic Control Center was introduced over a year ago, ^{NINE} ~~eight~~ railroads have ordered or put into operation ~~12~~ Traffic Control Centers.

These railroads have realized the advantages of Union Switch & Signal's Traffic Control Centers.

With Union Traffic Control Centers, railroads can consolidate the control of CTC in strategic locations and ultimately control an entire railroad from one central point.

A TCC unit takes up much less space than a lever type machine. And it's flexible. A 9-foot basic machine can easily be expanded vertically and horizontally to accommodate additional track diagram modular units. TCC can be applied to all types of interlockings, as well as to CTC. TCC can be used with any existing control system.

Contact your nearest Union Switch & Signal office or representative for full details about TCC.

"Pioneers in Push-Button Science"



UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK . . . PITTSBURGH . . . CHICAGO . . . SAN FRANCISCO



Car body is cut free from underframe and old side sill angle reinforcement removed. Cars require new interiors and heavier underframe reinforcements.

Car body is lifted free of underframe to facilitate extensive underframe repairs.

HEAVY REPAIRS at GREENVILLE

Upgrade Cars for Select Loading . . .



These 50' 6" boxcars are now back in revenue service with reinforced underframes, new floors and loading devices. The pictures highlight the Greenville assembly-line techniques employed. They're different . . . perhaps the first of their kind.

As carloadings increase, you'll want your cars on the job earning dollars. Greenville can do the heavy repair jobs and keep your shops free for running repairs. Put Greenville to work planning and scheduling your needed heavy repairs . . . getting your car fleet ready to roll. Now's the time to get started. A single phone call clears the track.



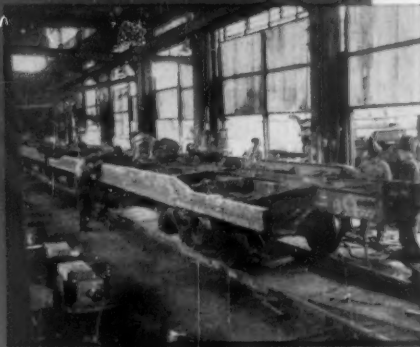
Car body work straightened hydraulically.



Bodies are stored in shop area and are replaced on original underframe and trucks.



Underframe is clamped to special jig, straightened, bolsters leveled and necessary repair welds made.



Underframe on assembly line upside down to complete riveting and inspection. Note addition of new 15" channel side rail reinforcement full length of car.



Down-hand welds secure body to underframe.



New floor, end lining and loading devices installed.



Completely repainted and ready for stenciling, the cars are on their way back to revenue service.

NEW CONSTRUCTION

HEAVY AND LIGHT REPAIRS

LEASING

GREENVILLE



STEEL CAR COMPANY

Subsidiary of Pittsburgh Forgings Company
GREENVILLE, PENNSYLVANIA

48 Years of Experience

Convair Shows Transit Design

An aircraft manufacturer has disclosed a design for a rapid-transit car that reportedly has twice the effective speed of a conventional interurban car or subway train.

The design was developed by Convair Division of General Dynamics Corporation to meet the requirements of the San Francisco Bay Area Rapid Transit District. It could be adapted, the designers say, to the needs of any metropolitan region.

Studies leading to the design were described by F. L. Tripp, engineer project leader at Convair-San Diego, in a presentation to the Advisory Committee on Rail Cars, in connection with an American Transit Association meeting at Chicago last week.

In presenting the design, Mr. Tripp said: "It is perhaps fortunate that this investigation was initiated with respect to San Francisco requirements. Although their basic requirements for planning include an average speed of 45 mph, including 20-second station stops and other specific criteria, the general requirements are by far the most interesting, since these not only lead to flexibility in design, but tend to encourage innovations."

The general requirements, he added, were as follows:

- The system was to be a completely original design. Roadbed, track and electrical systems were to be new. Portions already in existence were not to be incorporated in the new system.

- Maximum passenger appeal had to be included in design.

- The equipment was to be lightweight.

Consideration was given to steel vs. rubber for support. But, Mr. Tripp said:

"Convair studies indicated the selection of a steel support system, since apparently very little can be gained with a substantial increase in cost, using rubber.

"With a standard-gage steel support system, however, a lightweight system does not have sufficient overturning resistance to withstand a 90 mph cross wind. The necessary stability can be attained by increasing the gage to 75 inches. This was one of the areas referred to when I previously mentioned that it was fortunate we were considering a new system such as San Francisco contemplates."

The 70-passenger electrically powered car, operating singly or in trains, is designed to run on conventional rails under automatic control. Built of aluminum "sandwich" panels, like a supersonic bomber, it would weigh only 43,200 lb fully loaded. This is about half the weight of competing cars. Costs for electric power would be cut nearly in half.

Because of the car's lightness, its novel seating arrangement, and the use of multiple side doors for fast loading, it is claimed it could maintain an average speed, including stops, of 53 mph. This is on the basis of the San Francisco system, for which a station is planned at an average of every 2.42 miles. The car's maximum speed would be 80 mph.

Station stops would require no more than 20 seconds because of the arrangement of multiple doors and center-island seating which cuts to 14 ft the maximum distance from seat to station platform.

The rapid transit car would be able to accelerate or decelerate at 3 mph per sec. Even with station stops at 1-mile intervals, it is claimed, a car could attain a speed of 75mph. At 75 mph it could be brought to a full stop in 25 seconds.

Fully automatic controls would allow trains to be operated with 90-sec. headway. A motorman would man each train to override the automatic system, if required.

The Convair car meets a requirement of the San Francisco district to provide a seat for every passenger. No standees are contemplated. This rule was adopted in the belief that any new rapid transit system must offer a comfortable, attractive environment if it is to entice commuters from their automobiles.

How Interiors Are Arranged

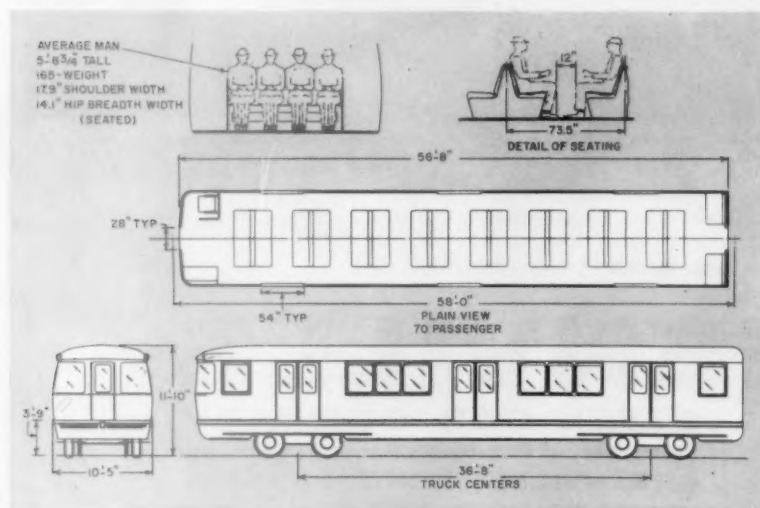
Interiors would be arranged with eight center islands, each seating eight persons. In addition, there would be three sets of two corner seats, with the motorman's control booth occupying the fourth corner. The car would have three sets of doors on each side, and doors at each end for passage through the train.

The designers used inner and outer walls of aluminum alloy sheet as the car's principal structural members—the same principle as the "stressed skin" construction of aircraft. Space between inner and outer panels would be filled with a hard foam material bonded to the metal to create a light but rigid "sandwich" structure. A similar type of construction was developed by Convair for the B-58 Hustler bomber.

Center island seating, in addition to facilitating fast boarding and alighting, makes possible a car only 58 ft long, about 13% shorter than would be required otherwise. This, in turn, reduces station platform length requirements by a like amount.

When applied to the contemplated San Francisco system, the shorter car creates a saving of 4,250 linear feet of station platform. Similar savings in yard lengths result.

The system is designed to use electric power distributed by a third-rail system. Power would be supplied by existing electric utilities.

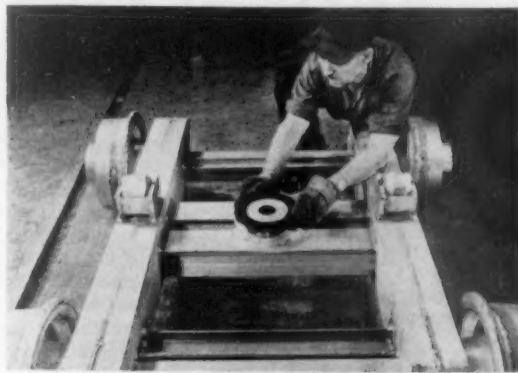


HIGH-SPEED TRANSIT CAR seats 70, weighs only 43,200 lb, has 80 mph speed.



Mining Industry Gets All-Aluminum Cars

Light-weight aluminum cars have gone into service in the bituminous coal fields of West Virginia. Built by Irwin-Sensenich Corp. of Irwin, Pa., each Alcoa aluminum car weighs only 4,900 lb and has a payload



capacity seven times that amount. The cars have welded aluminum bodies. The aluminum trucks are said to be the first ever on any rail car. Service life is estimated by the builder to be 20 years.

Railroading



After Hours with

Jim Lyne

SILVER LINING DEPARTMENT—Reader John Burt of Winchester, Mass.,

believes Mike Quill's strike against the PRR may have had its favorable side—in showing the public's continued need for railroad service, while other kinds of transportation continue to get unlimited support from the public treasury.

From where I sit, the only bright side to this strike I can perceive is the widespread editorial opinion it inspired in favor of amending the Railway Labor Act to discourage or forbid railroad strikes. The most disturbing aspect of the strike, to me, was its demonstration that substitute transportation has developed to such a point that a railroad shut-down like this, for a few days, inconveniences the public but is not paralyzing.

Of course, it would have been a different story if the strike had persisted, or if additional railroads had been involved. But this strike did not have anything like the effect that a parallel shut-down would have had 30 years ago.

UNIONISTS AS REAL RAILROADERS—I have known the heads of

a couple of the operating brotherhoods for some years, and have found them agreeable company—in spite of their differences in opinion with me on some major issues. A few days ago I had an opportunity to get well acquainted with a couple more of these gents; and, again, the experience was pleasurable.

In spite of all the differences between railroad managements and the operating union chiefs, the situation is a lot healthier than it is in some industries where the union leaders have no background, or pride, in the industry they have invaded. It is for this reason that I can take no

pleasure in seeing Mike Quill becoming the figure he has become in the realm of railroad unionism.

ST. LOUIS BEAUTIFIES—I see from a picture in the

Post Dispatch that the railroad tunnel along the St. Louis river front is just about finished, thereby bringing near to completion the Jefferson memorial area there which has been so long in process. I'd feel better about the future of St. Louis and other big cities if they were giving as much attention to up-dating their urban and suburban rapid transit as they are to parks and highway transportation.

You can't provide enough auto parking space in the center of a big city to take care of all the traffic a big city attracts, and still allow enough space for the business the city has to do to stay big.

ADAPTATION FORBIDDEN—On the matter of the

54-year-old commodities clause in the Interstate Commerce Act, which prevents railroads from engaging in other business, Les Dorr of the NIT League calls attention to that organization's enlightened position, favoring repeal of this restriction—which it adopted almost eight years ago.

Other businesses adapt themselves with ease to a changing environment by dropping one line and adding another, as the public's preferences change. But railroads are frozen by law to the status they occupied more than a generation ago—change is hampered and restricted, even when not completely forbidden. Getting into more profitable lines is frowned upon—as is also getting out of old ones that have turned sour. If manufacturers were treated like railroads are, Studebaker would still be building farm wagons—and nothing else.

PRR Mechanizes Property Tax

* The Story at a Glance: The Pennsylvania Railroad is completing mechanization of its entire property tax accounting operation on a centralized basis. IBM mechanical equipment being used is designed to greatly improve overall efficiency of the operation, with an added benefit of producing many useful statistics not now readily available. The new procedures will streamline payment of more than 25 different types of taxes, mailed annually in over 3,000 checks to state and local taxing districts in the 13 states and District of Columbia in which PRR operates, plus 26 off-line states and other Canadian Provinces.

The Property Tax department of the Pennsylvania Railroad has for several years been investigating possible methods for mechanizing property tax accounting. By 1959, preliminary plans had progressed to the point where PRR's Director of Taxation, T. K. Warner, Jr., was ready to ask PRR's Methods and Procedures department to make a formal investigation of the problem and suggest a method of achieving the desired result.

Under the existing setup, tax agents are located in Philadelphia, Pittsburgh and Chicago, and for their respective territories have general supervision of property tax assessments and payments aided by supervisors and clerks.

The big problem was that the supervisors in each field office were tied down by clerical details; they had to spend too much time keeping track of their books and had too little time to spend in the field work that was the most important part of their job: evaluating PRR property and contacting taxing authorities.

E. J. Carlin, procedures analyst, and G. W. Leisner, junior programmer, were assigned to the job by the Methods & Procedures department. They began their investigation by analyzing what people did and how they did it under the existing setup. From the data collected, they came up with a preliminary plan for machine accounting that would free supervisors from much of their present clerical work: such things as paying bills, billing tenants, retyping ledgers, posting to ledgers, preparing monthly and other statistics.

Under the preliminary plan, all necessary statistical information would be transferred from existing ledgers in all three field offices to cards for a master file which would be maintained at one central location—Philadelphia. From these would be mechanically prepared accounts receivable, accounts payable, monthly ledger sheets and monthly statistics required for the entire railroad.

R. B. Hain, manager, property taxes, and his entire department reviewed the preliminary plan in detail, picking flaws wherever possible, suggesting changes that would improve efficiency or make available more information. When both groups agreed on details, the process of conversion to the new system began, early last spring.

The first step was to prepare a property tax conversion sheet for transferring information from ledgers to the centralized master file of punched cards. Each field agent and supervisor filled out his own sheets. These contained 50 columns used to code information for property tax accounting purposes. Column headings included: card code, name and address code, tenant code, levels of government (state, county or other), owning company (where ownership was in the name of a PRR affiliate for which PRR's property tax department is responsible), region, parcel number, assessment or annual base amount, account distribution, type of tax, base amount per payment, and the month and day payment is due.

When the conversion forms were filled out, they were sent to PRR's Data Processing and Office Services.

One card was prepared for the master file for each bill received in the office. This could require more than one card for each parcel, since on an individual parcel with leased buildings, the railroad might be responsible for the land, and the tenant for the building, taxes. For bills where part of the tax should be collected from the lessee, the railroad needed to keep separate records of accounts payable and receivable from its tenants.

The cards, as prepared, contained information not necessary merely to pay bills. The additional information was designed to make it easy to collect statistics that are useful or necessary, but not regularly required.

PRR's Property Tax Department pays taxes involving about 40,000 individual assessments for the parent railroad and 42 of its subsidiary or

associated companies. In some cases, bills for subsidiaries are paid from the PRR bank accounts on a PRR check, but in others the money has to be taken from an account in the name of the owning subsidiary.

Under the old ledger system, one of the major sources of complication was that handwritten notations were made on the ledger sheet for every sale, lease, assessment change or accounting change. This resulted in frequent retyping of ledgers, and also made it difficult to trace the tax history of a piece of property. All figures had to be checked by the person using the ledger. With so much personal effort required to maintain them, probably only the man who had kept the ledger knew how to interpret it.

The new card system uses codes for the parcel number, the type of property, the amount paid, etc., which greatly simplifies the work needed to keep accounts up to date.

How the New System Operates

Under the new system, when a bill is received at one of the three field offices, a clerk shows on a specially designed form, location code and new tax rate and forwards the form to the office of the manager, property taxes. There, the centralized master cards for the property are removed from file and forwarded to data processing with a copy of the form showing new tax rate. From the card and tax rate data, data processing prepares the ledger of accounts. The ledger is set up with built-in controls to make sure the calculated tax and the billed tax are in balance.

It would be possible for data processing machines to prepare the checks directly. But, because of the 43 companies involved, PRR finds it simpler to send machine-prepared accounts payable to the auditor of disbursements with a request for a check to be prepared against the proper company, made out in the correct amount to the designated payee.

The third item of monthly processing under the new system is a tax statement to tenants—bills to the tenants for taxes PRR has paid on property leased to others. Also, the new system provides at the end of each month, a monthly report on actual disbursements, which is a summary sheet of the individual accounts. This report is a bonus benefit of the card system. It is provided automatically and saves

Accounting

the labor necessary under a manual-ledger system to get the same information.

PRR's new system is being adapted to include such other useful records as an accrual ledger, which will record by owning companies, by states, by tax years, by accrual accounts, the money actually spent in each account month. This will permit year-end balancing of accruals against payments.

In addition, on an annual basis, PRR expects to get from the new system a variety of statistics now computed manually. These will include a summary of statistics broken down by such things as type of tax and assessment, by the nine PRR regions, by states, and by the larger cities. A lot of statistics will be included that are not now available, except by approximation after considerable manual effort; for example, how much school tax is paid, how much is paid on right of way or how much on passenger stations or what the percentage of school tax is to all taxes.

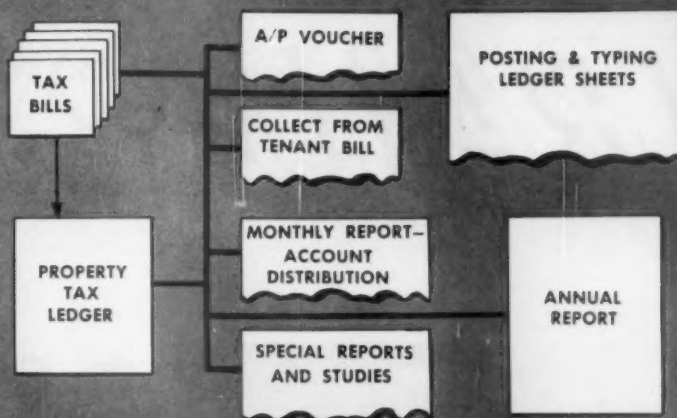
Figures of this sort are in increasing demand as railroads are asked to testify before regulatory and legislative bodies. In the past, they have been produced, with considerable effort, by two or three different departments for the occasion required and they have not always been accepted as conclusive. The new system will give figures which should be accepted without question.

Because the new procedure uses coded rather than plain language for description, PRR is setting up a McBee card system to relate the code number to an uncoded description. "Lot 150 on West Main St.," for example, appears as "43707" in the new ledgers. By working backward from the coded ledger entry to the McBee card, the property tax people can get all the information that was handwritten in the old ledgers.

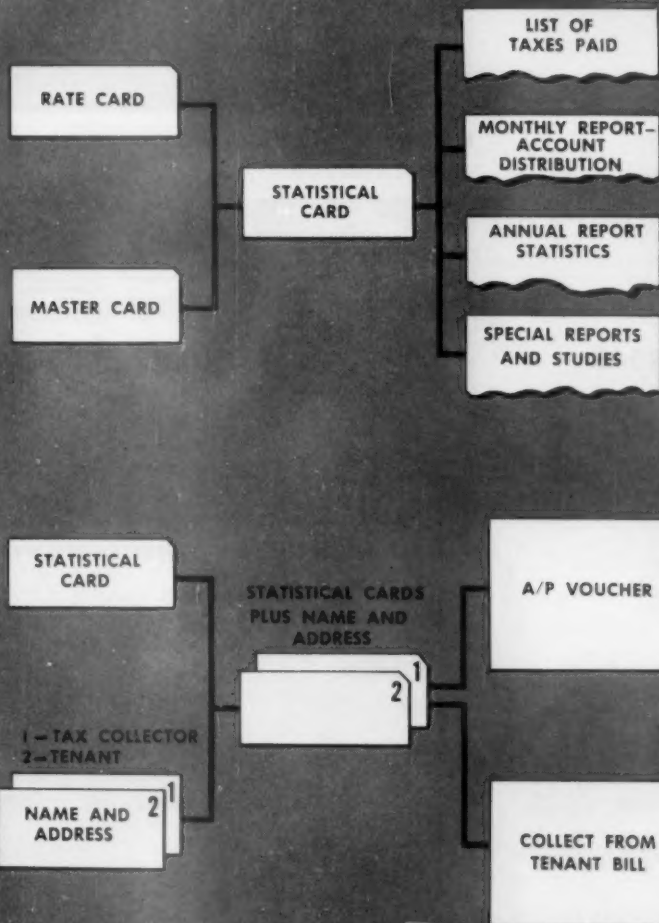
The McBee card punched-hole system makes it possible to compile certain statistics without using the IBM data processing machines, where a few properties are involved.

Although the Pennsylvania is just getting started with mechanized property tax accounting, its property tax people are enthusiastic about the new system. "The use of mechanical equipment is improving the over-all efficiency of our operation," says Mr. Hain, "and the new method will also make it possible for us to produce with very little additional effort many statistics useful to our management and not now readily available."

PROPERTY TAXES, OLD SYSTEM

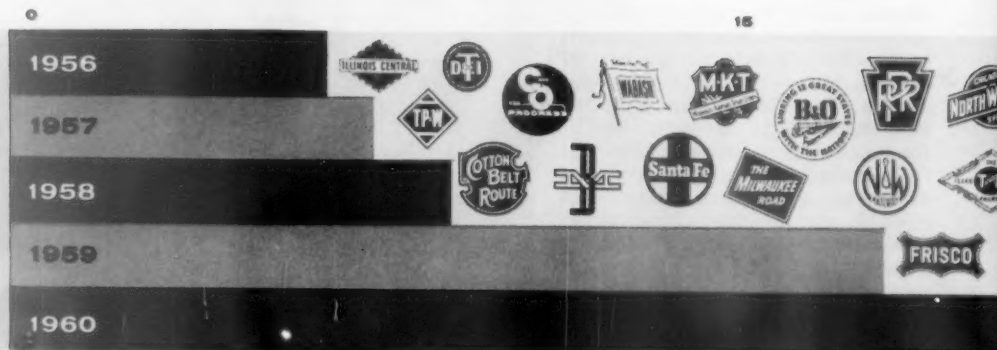


PROPERTY TAXES, NEW SYSTEMS



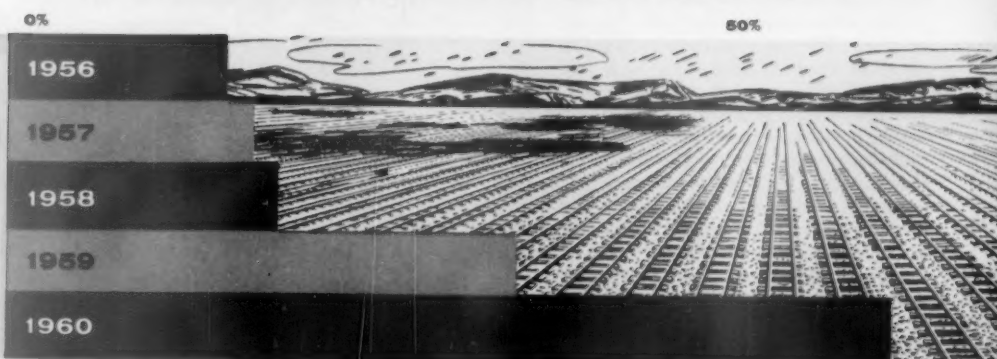
THE AMAZING *TRAILER TRAIN*

MEMBERSHIP GROWTH



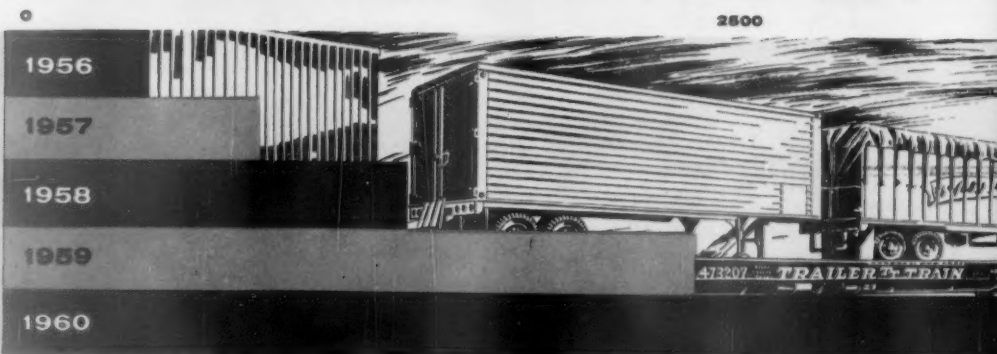
FROM 2 MEMBERS IN 1956 TO 30 MEMBERS TODAY!

% OF CLASS 1 RAILROAD MILEAGE



MEMBER OWNERS NOW REPRESENT 66% OF THE NATION'S CLASS 1 RAILROADS

NUMBER OF MODERN ROLLER BEARING CARS IN OPERATION



FROM 500 CARS IN 1956 TO 4,650 TODAY

GROWTH OF PIGGYBACK

30



You should be using Trailer Train Piggyback. For information regarding your shipping needs or Trailer Train, call a representative of any of the members.

MEMBERS TRAILER TRAIN PIGGYBACK SERVICE

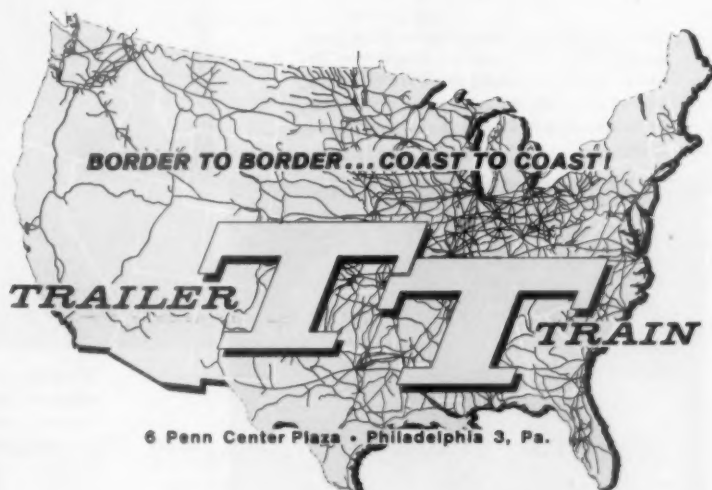
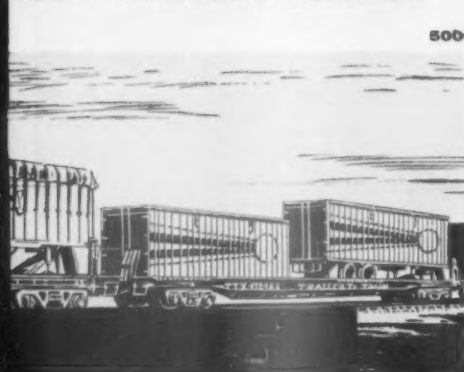
Atlantic Coast Line	Gulf, Mobile and Ohio	Pennsylvania
Baltimore & Ohio	Illinois Central	R. F. & P.
Boston & Maine	Kansas City Southern	Santa Fe
Burlington	Louisville & Nashville	Seaboard Air Line
Chesapeake & Ohio	Milwaukee Road	T. P. & W.
Chicago & North Western	Missouri-Kansas-Texas	Texas and Pacific
Cotton Belt	Missouri Pacific	Union Pacific
D. T. & I.	Nickel Plate	United States Freight
Frisco	Norfolk & Western	Wabash
Great Northern	Northern Pacific	Western Pacific

All for one — and one for all!

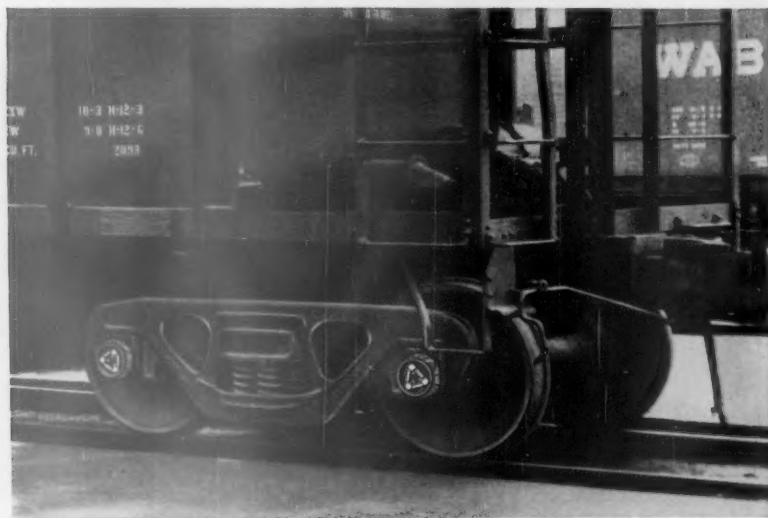
100%

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CLASS 1 RAILROAD MILEAGE

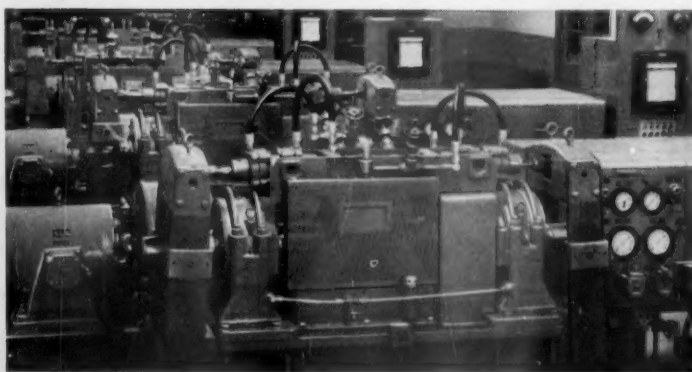


NEW HYATT TAPER WILL CUT YOUR OPERATING AND MAINTENANCE COSTS



A Hyatt taper freight bearing installed in a pedestal type side frame. Hyatt taper freight bearings may be used interchangeably with other freight car roller bearings. Either a wheel press or hydraulic jack can be used to press on bearings.

Bearing parts are inspected to close tolerances using ultra-modern inspection devices. Care, constant attention to details, and strict control of quality insures uniform performance and complete customer satisfaction.



Precision proves itself here in the Hyatt laboratory where hundreds of the Hyatt taper freight bearings passed their tests under excessive radial and thrust loads at speeds far beyond any they could be expected to encounter in actual service.

FREIGHT BEARINGS



NOW IN VOLUME PRODUCTION

TO SERVE YOUR REQUIREMENTS FOR TOP QUALITY BEARINGS

You can virtually do away with costly maintenance and lubrication, and cut terminal bearing inspection time with Hyatt taper freight bearings. Pre-lubricated with a 3-year supply of A.A.R. approved grease, Hyatt taper freight bearings have a new double-lip, double-shield seal that holds the lubricant in and excludes dust, dirt, water and other foreign matter.

Manufactured to standards well above accepted commercial practice, Hyatt taper freight bearings

incorporate the latest, newest and best in design, metals, seals and manufacturing. They're checked and double-checked to be sure that you get the finest bearings you've ever used.

Production quantities of Hyatt taper freight bearings are being manufactured in the $5\frac{1}{2} \times 10$, 6×11 , and $6\frac{1}{2} \times 12$ sizes.

Join other leading railroads and look to Hyatt as your most dependable source for quality taper freight bearings.



Another

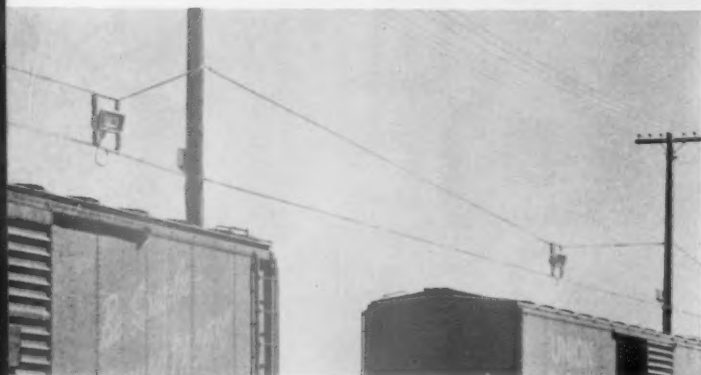


contribution to railroad progress

HYATT

**HY-ROLL BEARINGS
FOR NON-STOP FREIGHT**

HYATT BEARINGS DIVISION, GENERAL MOTORS CORPORATION, HARRISON, N.J.



LIGHTING UNITS, 45 ft apart, are suspended from a wire line attached to previously existing poles.

How UP Lights Repair Track

Better lighting has increased output by an average of five cars per shift at Union Pacific's Ogden, Utah, light repair yard.

Until a few months ago, night shifts at the yard were plagued by the nuisance of work delays caused by poor or inadequate lighting. Throughout the four-track repair area, drop cords and stand lights had to be used for spot lighting to produce enough light for repair operations. Supervision complained that each time the gantry crane moved through the work area, these cords had to be moved to prevent their being cut by the wheels of the crane.

This principal interchange repair terminal is illuminated now by powerful new lighting which uses 1,000-watt color-corrected mercury vapor Wide-Lites. The level of illumination is so even throughout the yard that stand lights are no longer needed. These new units, manufactured by the Wide-Lite Corporation of Houston, Texas, are designed especially for use with color-corrected mercury vapor lamps. The fixture is a rectangular-shaped floodlight that utilizes maximum output

from the lamp to produce a broad, even light pattern.

UP's M/W department drew up the installation plans for the new lighting system using light suspension that eliminate the need for new poles. The yard already had 45-ft poles running its entire length on either side. The poles were set 50 ft apart, but the plan called for installation of a lighting unit every 45 ft. So the designers suspended the units on a wire line attached to the existing poles. In this manner, they could position each unit exactly where they wanted it, regardless of the location of the poles.

The entire yard is illuminated by only 30 floodlights. The repair area is four tracks wide, each track holding 14 cars. At a height of 22 ft, the lights are aimed to obtain good light utilization and yet avoid glare which would reduce visibility and hamper workmen in the area.

The Wide-Lite unit features a heavy-gage cast-aluminum body, a tempered glass lens, a dust-tight seal, and a patented Stabilux socket that grips the upper end of the lamp to protect it from vibration. A segmented Alzak

reflector, permitting a compound curvature, is the special feature that gives the unit an excellent pattern, hence greater usable output.

According to Kenneth Peck, general manager of Wide-Lite, "The makers of mercury vapor lamps claim a useful life of 9,000 to 12,000 hr compared to 1,000 hr for incandescent lamps.

"By enclosing the lamp in a sealed unit and carefully controlling its operation temperatures with heat-dissipating fins, we help prolong its life. We know of some installations that have logged over 12,000 operating hours to date without a lamp failure and which have maintained the greater part of their original efficiency."

Other companies that have installed such a new lighting system in their repair and classifications yards have found another important benefit. They report that the man-hours lost per year from employee accidents decline at a remarkable rate when efficient lighting is installed. Many of them claim the cost of the lighting itself is soon absorbed in the savings that grow out of safer working conditions for employees in such an operation.

ACF INDUSTRIES (AMERICAN CAR & FOUNDRY
DIV.) □ ALCO PRODUCTS □ AMERICAN BRAKE SHOE
□ AMERICAN STEEL FOUNDRIES □ BETHLEHEM
STEEL □ BUCKEYE STEEL CASTINGS CO. □
□ CARDWELL WESTINGHOUSE □ COLO-
RADO FUEL AND IRON □ THOMAS A.
EDISON INDUSTRIES □ ELECTRIC
STORAGE BATTERY
□ GENERAL ELECTRIC □ GENERAL RAILWAY SIGNAL
□ GENERAL STEEL CASTINGS □ MAGNUS METAL
□ W H MINER □ NATIONAL MALLEABLE AND STEEL
CASTINGS □ PULLMAN-STANDARD □ STANDARD
RAILWAY EQUIPMENT □ SYMINGTON-GOULD
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Railway Age is read by decision makers—96% of the presidents, 97% of the chief operating officers, 87% of the chief purchasing officers of all Class I railroads.

When it comes to advertising results, you don't have to be a pre-1910 vintage advertiser to benefit from *Railway Age*. For detailed information on the *Railway Age* audience and the opportunities it offers advertisers, the man to see is your *Railway Age* representative, Simmons-Boardman, 30 Church Street, New York 7, New York.



REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF JULY AND SEVEN MONTHS OF CALENDAR YEAR 1960

Average operating period	Name of Road	Operating Expenses			Maintenance and Structures			Operating Expenses			Net Railway operating income 1969	Net Railway operating income 1968							
		Freight Pass.	Total 1969	Total 1968	Total 1969	Total 1968	Total 1969	Total 1968	Operating railway income 1969	Operating railway income 1968									
171	Akron, Canton & Youngstown	3,497	554	432	39	529	108	334	1,160	2,781	58	42	8	36					
214	Alabama, Tennessee & Northern	2,268	3,289	585	50	6	18	6	2,711	1,581	62	9	18	18					
214	Alabama, Tennessee & Northern	1,619	2,809	485	97	11	2,349	19	817	1,131	12,852	6,791	4,792	3,682					
12,970	Archison, Topeka & Santa Fe	385,637	381,108	46,409	47,283	5,235	73,660	9,928	133,465	281,186	278,118	77.1	83,599	28,968	38,496				
81	Atlanta & Andrews Bay	245	364	27	34	3	38	32	70	153	135	52.5	92	38	59				
93	Atlanta & West Point	2,92	2,313	27	40	8	46	55	52	1,217	1,217	87.3	976	434	281				
7 mos.	Atlanta & West Point	1,658	2,211	207	291	56	351	362	99	1,524	1,862	94.2	337	137	73				
133	Western Ry. of Alabama	1,643	2,318	317	359	418	418	415	972	2,811	2,632	86.2	323	254	136				
5,572	Atlantic Coast Line	1,899	12,499	1,727	2,131	156	2,313	1,246	693	5,697	5,212	10,507	1,392	756	565				
7 mos.	Atlantic Coast Line	1,075	13,453	1,155	1,801	1,546	5,704	1,619	3,957	35,927	35,927	70.4	2,656	2,464	1,946				
7 mos.	Baltimore & Ohio	20,868	236,786	25,54	35,979	3,557	45,836	42,780	7,569	6,699	191,675	183,401	37,785	17,513	19,388	19,388			
7 mos.	Baltimore & Ohio	2,141	241	399	388	10	273	12	12	1,646	2,085	189.5	183.4	60.1	176	176			
29	Staten Island Rapid Transit	631	1,923	352	360	62	332	273	12	12	1,646	2,085	189.5	183.4	60.1	176	176		
596	Bangor & Aroostook	636	8,676	143	152	21	270	270	109	33	278	836	118.8	120.1	68	68			
596	Bangor & Aroostook	8,510	8,970	6,767	2,339	146	1,929	2,631	137	285	2,671	1,646	1,535	75.9	19.4	1,174	1,174		
7 mos.	Bessemer & Lake Erie	1,372	14,391	1,913	1,712	176	4,166	4,598	244	236	3,394	10,832	11,843	61.5	64.8	156	156		
7 mos.	Boston & Maine	4,913	4,937	5,576	5,718	170	1,606	854	247	156	2,388	4,232	38,784	75.7	84.4	2,554	2,554		
1,557	Boston & Maine	34,167	49,835	43,938	4,596	5,581	1,036	6,927	6,185	1,737	17,369	31,549	38,784	75.7	84.4	2,554	2,554		
7 mos.	C. P. R. Lines in Maine	356	446	462	102	145	20	48	90	18	20	146	342	417	76.8	96.1	194	194	
7 mos.	Carolina & Northwestern	5,848	5,217	662	935	11	715	813	123	181	1,557	3,071	3,344	64.1	64.1	1,684	1,684		
7 mos.	Carolina & Northwestern	1,794	1,312	225	334	56	197	218	147	97	1,081	1,166	1,246	61.5	64.8	156	156		
7 mos.	Central of Georgia	3,856	3,629	4,993	5,81	310	5,266	4,854	1,321	1,215	10,182	21,885	31,557	87.7	86.9	2,775	2,775		
1,745	Central of Georgia	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564	2,564		
593	Central of New Jersey	2,931	486	412	517	340	758	758	122	73	2,127	3,217	3,774	66.8	90.7	490	490		
7 mos.	Central of New Jersey	2,931	486	412	517	340	758	758	122	73	2,127	3,217	3,774	66.8	90.7	490	490		
7 mos.	Central Vermont	696	8,835	696	1,433	238	1,781	1,781	63	134	2,631	4,542	5,001	84.8	90.5	868	868		
7 mos.	Central Vermont	2,576	35,487	3,008	3,140	464	5,271	5,224	1,903	753	10,635	21,270	21,699	82.2	82.7	4,667	4,667		
5,122	Cheapeake & Ohio	188,764	3,551	282,432	286,553	23,300	23,300	23,300	3,302	36,865	36,864	13,302	5,837	74,656	131,857	53.1	53.1	59,575	59,575
7 mos.	Cheapeake & Ohio	188,764	3,551	282,432	286,553	23,300	23,300	23,300	3,302	36,865	36,864	13,302	5,837	74,656	131,857	53.1	53.1	59,575	59,575
862	Chicago & Eastern Illinois	2,083	2,955	408	344	31	518	454	179	142	1,172	2,432	2,371	83.8	90.4	244	244		
7 mos.	Chicago & Eastern Illinois	2,083	2,955	408	344	31	518	454	179	142	1,172	2,432	2,371	83.8	90.4	244	244		
7 mos.	Chicago & Illinois Midland	468	2,638	1,478	2,538	218	3,781	3,482	1,376	969	8,344	16,893	16,893	82.9	76.9	349	349		
7 mos.	Chicago & Illinois Midland	468	2,638	1,478	2,538	218	3,781	3,482	1,376	969	8,344	16,893	16,893	82.9	76.9	349	349		
7 mos.	Chicago & North Western	1,571	1,159	1,571	3,469	437	11	109	108	23	149	2,393	2,488	468	90.9	153	81	23	
9,280	Chicago & North Western	160,316	18,234	19,314	21,439	2,766	29,711	29,711	2,875	1,913	5,131	7,426	162,683	169,470	86.3	95.1	8,486	8,486	
7 mos.	Chicago & North Western	160,316	18,234	19,314	21,439	2,766	29,711	29,711	2,875	1,913	5,131	7,426	162,683	169,470	86.3	95.1	8,486	8,486	
8,661	Chicago, Burlington & Quincy	2,793	33,113	3,735	4,193	4,308	4,193	4,308	4,456	4,484	58,788	116,563	125,633	82.3	81.8	35,112	35,112		
7 mos.	Chicago, Burlington & Quincy	2,793	33,113	3,735	4,193	4,308	4,193	4,308	4,456	4,484	58,788	116,563	125,633	82.3	81.8	35,112	35,112		
7 mos.	Chicago Great Western	2,532	2,730	2,540	4,60	443	138	124	1,080	1,080	2,814	2,814	2,814	72.1	72.1	716	716		
7 mos.	Chicago Great Western	2,532	2,730	2,540	4,60	443	138	124	1,080	1,080	2,814	2,814	2,814	72.1	72.1	716	716		
7 mos.	Chic. & Milw., St. Paul & Pac.	1,867	1,948	2,418	2,989	312	2,989	312	2,989	312	7,753	15,943	15,943	54.6	54.6	2,849	2,849		
7 mos.	Chic. & Milw., St. Paul & Pac.	1,867	1,948	2,418	2,989	312	2,989	312	2,989	312	7,753	15,943	15,943	54.6	54.6	2,849	2,849		
7 mos.	Chic. & Southern	874	139,682	131,354	29,468	22,639	3,617	23,381	24,233	6,169	3,989	54,266	110,533	117,370	85.2	83.0	49,149	49,149	
7 mos.	Chic. & Southern	874	139,682	131,354	29,468	22,639	3,617	23,381	24,233	6,169	3,989	54,266	110,533	117,370	85.2	83.0	49,149	49,149	
7 mos.	Chicago, Rock Island & Pacific	1,627	2,448	2,448	3,139	3,135	532	532	4,372	4,372	8,544	18,000	18,000	75.4	75.4	4,288	4,288		
7 mos.	Chicago, Rock Island & Pacific	1,627	2,448	2,448	3,139	3,135	532	532	4,372	4,372	8,544	18,000	18,000	75.4	75.4	4,288	4,288		
7 mos.	Cincinnati	9,885	1,480	1,480	1,480	1,480	1,480	1,480	1,480	1,480	91,000	103,000	103,000	76.8	76.8	27,429	27,429		
7 mos.	Cincinnati	9,885	1,480	1,480	1,480	1,480	1,480	1,480	1,480	1,480	91,000	103,000	103,000	76.8	76.8	27,429	27,429		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,756	1,756	1,756	1,756	3,993	4,288	4,288	62.5	62.5	4,454	4,454		
7 mos.	Colorado & Southern	1,867	1,756	1,756	1,756	1,756	1,												

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF JULY AND SEVEN MONTHS OF CALENDAR YEAR 1969

Name of Road	Average mileage during period	Operating Revenues (inc. misc.)			Operating Expenses			Total operating income	Net operating income	Railway tax income	Net operating income	
		Freight	Pass.	Total	Total	Retire-ments	Deprec.					
Duluth, Winnipeg & Pacific	175	428	5	222	152	5	81	176	467	43	129	54
7 mos.	235	5	5	317	358	23	8	1	1	1	1	1
Eglin, Joliet & Eastern	285	23,795	31,705	2,478	2,234	199	6,718	5,765	667	129	33	43
7 mos.	2,239	6,265	650	10,894	12,434	1,633	1,978	2,199	550	357	1,552	245
7 mos.	2,239	78,265	4,091	90,855	10,443	1,696	15,466	13,927	3,976	2,375	2,011	1,292
Florida East Coast	572	1,314	358	1,845	2,160	291	328	45	327	434	116	177
7 mos.	572	14,321	3,307	19,531	20,998	2,519	2,990	233	3,910	617	1,013	168
Georgia Railroad	531	3,786	118	4,260	4,711	59	767	869	233	277	291	284
7 mos.	531	3,786	118	4,260	4,711	59	767	869	233	277	291	284
Georgia & Florida	531	1,879	...	1,921	2,609	801	511	25	299	42	70	33
7 mos.	531	1,879	...	1,921	2,609	801	511	25	299	42	70	33
Grand Trunk Western	931	3,720	249	4,300	5,002	758	736	58	617	793	109	98
7 mos.	931	29,170	1,487	33,755	36,003	4,226	4,200	58	5,792	4,372	781	659
Great Northern	829	17,789	1,176	19,485	24,162	2,955	2,454	2,484	6,432	6,122	612	609
7 mos.	829	17,789	1,176	19,485	24,162	2,955	2,454	2,484	6,432	6,122	612	609
Green Bay & Western	219	325	...	2,556	2,769	577	426	33	334	33	61	196
7 mos.	219	325	...	2,556	2,769	577	426	33	334	33	61	196
Gulf, Mobile & Ohio	7,752	48,790	1,651	45,164	47,966	6,111	4,442	536	9,222	5,555	2,667	2,888
7 mos.	7,752	48,790	1,651	45,164	47,966	6,111	4,442	536	9,222	5,555	2,667	2,888
Illinois Central	6,500	121,067	2,092	120,858	136,910	3,204	3,391	3,778	3,851	6,447	8,469	13,539
7 mos.	6,500	121,067	2,092	120,858	136,910	3,204	3,391	3,778	3,851	6,447	8,469	13,539
Illinois Terminal	315	648	...	5,415	6,214	551	742	22	1,012	1,369	187	328
7 mos.	315	648	...	5,415	6,214	551	742	22	1,012	1,369	187	328
Kansas City Southern	891	3,125	112	3,524	3,819	249	323	543	569	113	96	129
7 mos.	891	3,125	112	3,524	3,819	249	323	543	569	113	96	129
Kansas, Oklahoma & Gulf	328	437	...	2,556	2,769	577	426	33	334	33	61	196
7 mos.	328	437	...	2,556	2,769	577	426	33	334	33	61	196
Lake Superior & Inland	169	2,351	...	3,841	2,865	416	543	12	834	276	35	248
7 mos.	169	2,351	...	3,841	2,865	416	543	12	834	276	35	248
Lehigh & Hudson River	96	1,047	...	1,521	1,924	26	32	2	29	31	193	189
7 mos.	96	1,047	...	1,521	1,924	26	32	2	29	31	193	189
Lehigh & New England	177	3,308	...	2,355	3,462	53	64	59	197	183	37	159
7 mos.	177	3,308	...	2,355	3,462	53	64	59	197	183	37	159
Lehigh Valley	1,127	28,475	837	30,660	33,538	4,178	3,842	678	5,592	8,799	1,201	957
7 mos.	1,127	28,475	837	30,660	33,538	4,178	3,842	678	5,592	8,799	1,201	957
Long Island	344	3,05	1,843	1,749	5,894	431	863	94	1,163	1,282	3,432	2,432
7 mos.	344	3,05	1,843	1,749	5,894	431	863	94	1,163	1,282	3,432	2,432
Louisiana & Arkansas	746	7,621	1,44	1,939	2,523	18	798	114	1,99	379	19,668	19,668
7 mos.	746	7,621	1,44	1,939	2,523	18	798	114	1,99	379	19,668	19,668
Louisville & Nashville	5,604	117,964	5,082	138,078	134,981	15,389	10,863	2,207	2,815	8,805	3,557	52,991
7 mos.	5,604	117,964	5,082	138,078	134,981	15,389	10,863	2,207	2,815	8,805	3,557	52,991
Maine Central	936	1,552	35	1,699	1,848	358	359	31	299	342	82	31
7 mos.	936	1,552	35	1,699	1,848	358	359	31	299	342	82	31
Minneapolis & St. Louis	1,391	11,369	187	14,695	17,965	2,727	2,349	227	2,446	2,704	110	562
7 mos.	1,391	11,369	187	14,695	17,965	2,727	2,349	227	2,446	2,704	110	562
Minn., Northfield & Southern	77	2,978	...	2,181	2,651	136	156	18	293	285	93	245
7 mos.	77	2,978	...	2,181	2,651	136	156	18	293	285	93	245
Minn., St. Paul & Ste. Marie	3,221	3,185	373	3,400	3,835	655	796	59	612	645	146	189
7 mos.	3,221	3,185	373	3,400	3,835	655	796	59	612	645	146	189
Missouri-Missouri	1,172	3,235	...	3,150	3,219	227	365	48	645	638	289	98
7 mos.	1,172	3,235	...	3,150	3,219	227	365	48	645	638	289	98
M-K-T Lines	2,917	4,718	59	5,159	4,916	574	571	123	1,586	956	262	170
7 mos.	2,917	4,718	59	5,159	4,916	574	571	123	1,586	956	262	170
Missouri Pacific	9,413	22,986	1,344	26,421	27,240	4,039	3,977	334	4,457	4,783	1,154	759
7 mos.	9,413	22,986	1,344	26,421	27,240	4,039	3,977	334	4,457	4,783	1,154	759
Monon	9,413	152,316	6,694	178,700	23,946	24,062	2,246	30,405	30,563	7,179	5,697	67,210
7 mos.	9,413	152,316	6,694	178,700	23,946	24,062	2,246	30,405	30,563	7,179	5,697	67,210
Monongahela	177	1,442	...	1,645	1,764	127	140	143	269	249	933	793
7 mos.	177	1,442	...	1,645	1,764	127	140	143	269	249	933	793
New York Central	10,368	384,326	48,195	422,691	56,519	5,511	5,747	1,016	11,250	11,109	980	25,678
7 mos.	10,368	384,326	48,195	422,691	56,519	5,511	5,747	1,016	11,250	11,109	980	25,678
Pittsburgh & Lake Erie	229	2,194	241	2,235	2,209	431	229	55	652	730	447	7
7 mos.	229	2,194	241	2,235	2,209	431	229	55	652	730	447	7
New York, Chic. & St. L.	2,176	84,629	151	11,647	1,417	1,516	174	1,986	2,172	3,488	363	4,899
7 mos.	2,176	84,629	151	11,647	1,417	1,516	174	1,986	2,172	3,488	363	4,899
New York, New Haven & Hartford	1,742	5,272	3,692	10,934	11,978	1,078	1,989	1,169	1,949	1,928	3,295	2,817
7 mos.	1,742	5,272	3,692	10,934	11,978	1,078	1,989	1,169	1,949	1,928	3,295	2,817
New York Connecting	729	43,111	25,752	79,800	80,818	9,813	10,176	1,846	13,358	12,834	3,297	7,111
7 mos.	729	43,111	25,752	79,800	80,818	9,813	10,176	1,846	13,358	12,834	3,297	7,111
New York, Sun. & Western	100	2,147	97	2,555	2,368	293	289	46	359	374	74	63
7 mos.	100	2,147	97	2,555	2,368	293	289	46	359	374	74	63
New York, Western & Atlantic	100	2,147	97	2,555	2,368	293	289	46	359	374	74	63
7 mos.	100	2,147	97	2,555	2,368	293	289	46	359	374	74	63

(Continued on next page)

REVENUES AND EXPENSES OF RAILWAYS
(Dollar figures are stated in thousands; i.e., with last three digits omitted)

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF JULY AND SEVEN MONTHS OF CALENDAR YEAR 1960

[illegible]

New Products Report



New Rail-Roader Unit

A new Schield Bantam 11-ton-capacity carrier-mounted Rail-Roader has been announced. The new model is an addition to the company's line of Rail-Roaders which includes 8-ton carrier-mounted and 11-ton self-propelled units. The new model, like its predecessors, is equipped with rubber tires for off-track operation and two sets of dolly wheels for on-track operation. The latter are claimed to be quickly raised or lowered and to provide positive traction. When operating on the track the tires on all driving axles ride on the rails. Features claimed include a full-reversing transmission for equal travel speeds in either direction, a multiple-speed transmission in the upper works, remote control for one-man operation from the upper unit and an all-vision cab with 360-deg unrestricted visibility. Carrier and upper works can be powered by either gas or diesel engines. Eleven different front-end attachments are available for use with the machines. *Schild Bantam Company, Dept. RA, Waverly, Iowa.*



Fork-lift Truck

Lift capacity of the lift arm and pallet fork attachment for the Kwik-Mix Hi-Lifter fork truck has been increased 50%, according to the manufacturer. The attachment now is designed to lift 3,000 lb to a height of 35 ft. It is stated that the Hi-Lifter now has the ability to hoist pallets of building materials to a third-story level. *Kwik-Mix Company, Dept. RA, Port Washington, Wis.*



Rail Welding

A new method of butt-welding rails has been introduced. Known as the Exoweld method, it uses preformed disposable molds, welding compound containing aluminum powder, ignition powder, sealing sand, fuses, steel disks and mold clamps. Each mold is contoured to fit standard rails. To weld rails with Exoweld, the ends are first cleaned and aligned. The molds are then clamped in position and sealed with sand. Steel disks are placed in the reaction basin and sealed with sand. Exoweld compound is poured into the reaction basin, after which ignition powder is sprinkled on top. The fuses are then inserted and lit. It is claimed that the weld can be made within 10 min after the rails are positioned. It is reported that the completed weld is in the same hardness range as the rails and that composition of the weld metal can be controlled to produce any desired hardness or other mechanical property. *Exomet, Inc., Dept. RA, Conneaut, Ohio; Aluminum Company of America, Dept. RA, Pittsburgh 19, Pa.*

Jack Tamper

The McWilliams jack tamper has been redesigned to position the four pneumatic tamping tools outboard the rails and the hydraulic jacking cylinders outboard the tie ends. The latter is claimed to reduce the tendency to push ties away from the tie plates and rail. In addition, the hydraulic circuit has been redesigned to speed up the jacking operation. *Railway Maintenance Corporation, Dept. RA, Pittsburgh 30, Pa.*

Offset Samples

A kit of 35 samples of materials illustrates what an A.B. Dick Co. Model 320 Table-Top offset duplicator can do. Included in the kit are office forms, bulletins, letterheads, newsletters, a greeting card, tickets, systems paperwork, and other representative material. The entire kit can be obtained free from any of the local A. B. Dick products distributors or from A. B. Dick Co., Dept. RA, 5700 West Touhy Avenue, Chicago 48, Ill.

Glass Tint

A new low-cost method of tinting window glass in place provides savings in air-conditioning costs, cuts down glare and reduces fading effects of sunlight on merchandise. A plastic coating is applied by a flow technique and operates in the same manner as an optical filter. The method costs about one-third as much as factory-tinted glass. Nine transparent and three frosted tints are available. *Acorn Glass Tint, 1123 West Century Blvd., Los Angeles 44, Calif.*

the PB-64



TR-900

...a rugged TRAILMOBILE for high profit piggybacking

Here's a trailer that stands up beautifully to the rigors of piggyback service. Its all-steel construction offers solid overall strength in a unit that is surprisingly light in weight—lighter, in fact, than some aluminum units. Its exclusive "integral post" construction is ideally suited to withstand the impacts of normal rail coupling and the hard knocks of city shuttling. And it rides on the famous Trailmobile tandem that has earned a reputation for long term, dependable performance.

And there's room for big payloads too! Inside width is over 93". Inside height is a big 96" over the full length of the trailer. And cargoes ride securely on a heavy tongue and groove oak floor that easily supports lift truck loading.

The PB-64 is just one of many design possibilities offered by Trailmobile's CID* concept, which lets you match trailers to your operating conditions. Your nearby Trailmobile representative will provide full details.

**Customer Individualized Design*

TRAILMOBILE INC.



Cincinnati 9, Ohio • Springfield, Missouri
Longview, Texas • Berkeley 10, California



MARKET OUTLOOK *at a glance*

Carloadings Rise 3.2% Above Previous Week's

Loadings of revenue freight in the week ended Sept. 24 totaled 617,635 cars, the Association of American Railroads announced on Sept. 29. This was an increase of 18,919 cars, or 3.2%, compared with the previous week; an increase of 30,024 cars, or 5.1%, compared with the corresponding week last year; and a decrease of 55,745 cars, or 8.3%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended Sept. 17 totaled 598,716 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS For the week ended Saturday, Sept. 17			
District	1960	1959	1958
Eastern	90,441	86,679	93,150
Allegheny	79,915	84,133	112,738
Poconchos	51,290	49,280	56,326
Southern	109,605	116,134	118,918
Northwestern ..	99,337	68,049	108,398
Central Western ..	116,465	117,944	128,473
Southwestern ..	51,663	55,238	49,757
Total Western Districts	267,465	241,231	286,628
Total All Roads	598,716	577,457	667,760
Commodities:			
Grain and grain products	52,529	54,032	54,337
Livestock	7,530	9,041	9,183
Coal	109,321	106,647	118,900
Coke	4,953	3,294	7,210
Forest Products ..	40,085	41,888	40,424
Ore	51,102	8,760	56,439
Merchandise i.c.l. ..	34,968	42,961	52,135
Miscellaneous ..	298,228	310,834	329,132
Sept. 17	598,716	577,457	667,760
Sept. 10	481,057	477,516	666,223
Sept. 3	577,090	547,806	563,725
Aug. 27	594,770	548,877	646,226
Aug. 20	596,339	542,486	634,231

Cumulative total, 37 weeks .. 22,029,391 22,258,101 21,020,413

PIGGYBACK CARLOADINGS.

—U. S. piggyback loadings for the week ended Sept. 17 totaled 11,505 cars, compared with 8,887 for the corresponding 1959 week. Loadings for 1960 up to Sept. 17 totaled 390,844 cars, compared with 290,685 for the corresponding period of 1959.

IN CANADA. — Carloadings for the seven-day period ended Sept. 14 totaled 78,620 cars, compared with 68,093 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Sept. 14, 1960	76,620	23,083
Sept. 14, 1959	84,907	25,089
Cumulative Totals		
Sept. 14, 1960	2,593,367	993,096
Sept. 14, 1959	2,677,288	987,762

October 3, 1960 RAILWAY AGE

New Equipment

PASSENGER-TRAIN CARS

► **Hudson & Manhattan.**—The Port of New York Authority, in announcing that it is willing to buy the H&M Railroad, says it would spend up to \$49,500,000 for 300 new cars and other equipment needed to modernize the H&M (see p. 32).

FOREIGN

► **Guatemala.**—The Export-Import Bank and the Development Loan Fund have jointly announced approval of lines of credit to Guatemala totaling nearly \$10 million. The Export-Import Bank will grant \$7.5 million of this for purchases of U. S. equipment, materials and services to assist Guatemalan public transportation and communications programs.

► **Rhodesia Railways.**—Is expected to call for tenders on a world-wide basis for more than \$1,400,000 worth of passenger coaches for third- and fourth-class service.

SPECIAL

► **Burlington.**—Ordered 50 multi-level superstructures for conversion of flat cars to automobile carriers. The \$500,000 order, including 5 bi-levels and 45 tri-levels, is divided between Dana Corp., ACF, and Whitehead & Kales.

► **Union Carbide Plastics Co.**—Has ordered 850 shipping containers of 50,000-lb capacity from Budd. The 8-ft-by-8-ft-by-30-ft boxes are designed to carry dry chemicals in powdered or pellet form. Cost of the containers is said to be between \$2.5 and \$3 million.

► **Western Pacific.**—Purchasing 40 superstructures for conversion of flat cars to multi-level automobile carriers. Scheduled for delivery Oct. 19, the \$354,000 order includes 10 bi-level and 15 tri-level superstructures from Dana Corp., Toledo, Ohio, and 15 tri-level superstructures from ACF.

New Facilities

► **Louisville & Nashville.**—Authorized installation of CTC on 95 miles of main line between Athens and Boyles, Ala., at a cost of \$1,800,000. The new system will connect with the Athens-Brentwood, Tenn., segment of CTC and a single control board at Boyles will direct traffic over the entire 200-mile section.

Maintenance Expenditures

► **Down 7.1% in July.**—Expenditures by Class I roads for maintenance of equipment, way and structures in July were down about \$18.6 million, compared to the same month in 1959, according to report of AAR Bureau of Railway Economics summarized below:

	July 1960	July 1959	% Change
Maintenance of Way and Structures	\$ 99,455,255	\$110,178,575	-9.7
Maintenance of equipment	144,079,363	151,954,250	-5.2
Totals	243,534,618	262,132,825	-7.1

Port Agency Will Bid for H&M

► **The Story at a Glance: The Port of New York Authority—up till now adamant in its refusal to tackle rail transit problems—last week came up with a proposal to buy, renovate and run the Hudson & Manhattan Railroad. The bi-state port agency said it would be willing to buy the New York-New Jersey transit line, plus H&M real estate in Manhattan, for \$20,500,000. It would then spend up to \$49,500,000 more in a modernization program, the Port Authority said.**

In the long debate on the cause of—and solution to—the commuter problem between New York City and its nearby New Jersey suburbs, one point has been steadfastly maintained. The Port of New York Authority, which with its bridges and tunnels and special tax status has often been blamed for the financial difficulties of privately operated rail competitors, has consistently held that its commitments to its bondholders would not let it enter the deficit-haunted rail transit field.

A possible way out of the impasse seemed to be in sight last week. The Port Authority told a New Jersey Senate investigating committee that it had been holding discussions with New Jersey Highway Commissioner Dwight Palmer and his Division of Railroad Transportation on ways the Port Authority could help in a solution of the commuter problem.

Reiterating that there were both financial and legal reasons why the Port Authority as a self-supporting agency could not take on the deficits of the commuter railroads in the metropolitan region, PA Executive Director Austin J. Tobin said that the Port Authority would be willing to acquire and finance the Hudson & Manhattan—if bi-state legislation could be passed to assure that the Authority would not thereby become generally or further involved in commuter railroad deficits.

"The core of the problem," Mr. Tobin told the New Jersey Senate committee, "is whether or not the two states could build a statutory fence around the Hudson & Manhattan by guaranteeing to investors that the Authority would not and could not become involved in the large and increasing deficits of the New York and New Jersey commuter railroads."

Summarizing the kind of legal "fence" he had in mind, Mr. Tobin listed four points:

- Investors would need "contractual assurance, with statutory protection,"

that the Authority's responsibility for commuters would be confined to the present H&M system.

- The Port Authority would expect to acquire all H&M property, including real estate, on the basis of present realistic market values, which Mr. Tobin said amounted to about \$20,500,000. (H&M, through Trustee Herman Stichman, said later that, although it was interested in the proposal, the price was too low.)

- Present operating agreements between the H&M and the Pennsylvania Railroad would have to be transferred to the Authority on reasonable financial terms, to permit continued use by H&M of the PRR track and facilities between Jersey City and Newark.

- Commissioner Palmer's proposal (part of the N.J. program to maintain commuter service by contract payments [RA, Aug. 29, p. 10]) to link the Jersey Central to the H&M by using Lehigh

Valley tracks to reach Pennsylvania Station at Newark, would have to be carried out to make it possible for the H&M to handle all interstate commuters now coming into New York by ferry. (The H&M already has connections with the Erie and Lackawanna Railroads; Mr. Tobin said that the improved H&M would need to handle commuters who now use Lackawanna ferries as well as those from the Jersey Central.)

To carry the additional passengers that would result from these proposals the Port Authority indicated that a total of 300 new cars would be needed, at an estimated cost of almost \$30,000,000. The capital cost of acquiring these cars, rehabilitating and modernizing the railroad including terminals and office buildings, would run between \$40,000,000 and \$50,000,000, Mr. Tobin said, in addition to the cost of purchasing the H&M.

Mitchell Cites RR 'Needs'

Railroad efforts to obtain relief from subsidized competition and discriminatory taxation have picked up support in the person of Secretary of Labor James P. Mitchell.

In a Sept. 23 speech at the Railroad Brotherhoods Institute at Cornell University (RA, Sept. 26, p. 64), Mr. Mitchell also pointed out that railroads need authorization "to operate a variety of transportation media, without hampering restrictions;" and that rate regulations based on the outmoded monopoly concept need revision.

"Legal alteration, of course, will not of itself renovate the competitive posture of the roads," the Secretary said. "Beyond this, but in concert with it, lies a demand for the same brand of imaginative business skill which guided the original growth of the industry into the giant it became."

Mr. Mitchell noted that skill of this kind is evident today in a variety of forms—piggybacking, mergers and the "pooling and rationalization of traffic." Ideas like these are contributing to the changing nature of the railroad industry and the basic redevelopment of its competitive position, Mr. Mitchell said.

Yet this type of industrial changeover invariably involves the rights, security and future of employees, Mr. Mitchell continued.

Management and labor thus have a mutual goal—"that of engineering a

flexible, competitive economic position without paying for it in individual human suffering," he said.

Since there is nothing to indicate that the growth and progress of formidable competitors of the railroads is going to diminish, the need for modernization of operation while preserving the rights and working conditions of employees becomes the target for all, he declared.

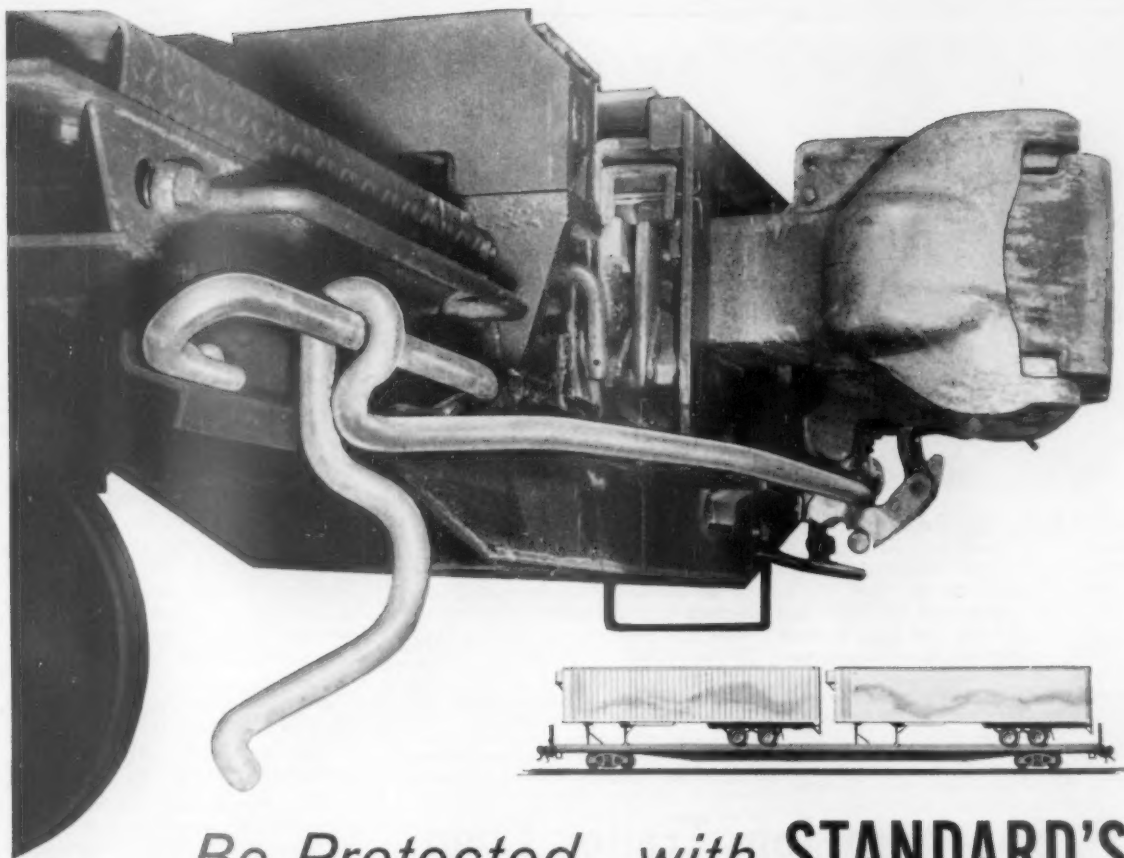
ACL Wins 'Socrates Award' For Newspaper Ads

"The consistently outstanding quality of its newspaper advertising" has won for Atlantic Coast Line this year's "Socrates High Award." The award, now in its 43rd year, is presented each October by Transportation Ad-Views, national publication of Vincent Edwards & Co., Boston.

ACL won the award in competition with several hundred other companies in its field. The award was presented to Donald T. Martin, ACL's director of public relations and advertising.

Judging of the advertising is based on originality, layout, copy, art and merchandising.

Top ten transportation companies in 1960 were listed as: ACL, Trans-Canada Air Lines, Canadian National, Milwaukee Road, Union Pacific, Western Airlines, Burlington, Delta Airlines, Islandair, and Seaboard Air Line.



Be Protected...with **STANDARD'S** **New and Improved Coupler Device!**

Standard's New and Improved Coupler Device does the job right.

It maintains uniform clearance between the operating rod eye and locklift lever under *all* conditions.

And this uniform clearance is maintained on couplers used with long travel draft gears, cushion underframes and wide opening strikers—as well as standard underframe conditions.

The Standard *New and Improved* Coupler Device provides greater protection against train separations—eliminates any possibility of the operating rod eye rotating the locklift lever towards lock set position.

So, add Standard's *New and Improved* Coupler Device to your "must do" list. Your Standard representative has the details on this and other efficiency-producing products.

For complete information, write or contact your *Standard Railway representative, Hammond, Indiana.*



STANDARD RAILWAY EQUIPMENT
division of **STANRAY CORPORATION**

CHICAGO, ILLINOIS • NEW YORK, NEW YORK • SAN FRANCISCO, CALIFORNIA





WP Fires Up 94 for Anniversary Run

The "California Zephyr" doesn't usually arrive in Oakland, Calif., with steam power on the head end—but it did on the day Western Pacific celebrated the 50th anniversary of its first through passenger run. No. 94, a well-preserved 4-6-0, made the original run 50 years ago

and WP brought it out of retirement to do the honors in recreating the historic event. President F. B. Whitman, who began his career as a locomotive fireman 41 years ago, was in the cab of No. 94 and took part in brief welcoming ceremonies after the Zephyr arrived in Oakland.

SP, Southern Join Trailer Train

With the addition of Southern Pacific Lines and the Southern Railway to Trailer Train membership, the national piggyback car pool now covers 75 per cent of the nation's rail network. In announcing that the two large systems had joined TTX, John E. Wightman, Trailer Train general manager said, "There are now 31 railroads and a freight forwarder serving 46 states sharing ownership of the company, and leasing equipment from its pool of 4,659 piggyback flat cars."

Mr. Wightman, calling the TTX piggyback pool "largest by far in the country," recalled that Trailer Train started in 1956 with only two members and a fleet of 500 piggyback flat cars.

"In less than five years, we have seen the organization mushroom from border-to-border and coast-to-coast and our car fleet expand steadily as more and more modern roller bearing cars capable of hauling two full-sized trailers have been added," Mr. Wightman said.

"Now," he continued, "Trailer Train piggyback service is expanded and strengthened again by the addition of the Southern Pacific and the Southern Railway [and] opportunities for interchange routes for shippers and receivers served by all our owners are greatly increased throughout the south, southeast

and west, as is the efficiency of interline movement through use of standard cars."

Johnson: REA Ready for New Role as RR Customer

Railway Express Agency will be "in range of the break-even point" by July 1961. W. B. Johnson, REA president, who picked up the reins of the faltering agency 18 months ago, made this prediction at the annual meeting of the National Small Shipments Traffic Conference in Chicago.

He blamed his agency's troubles on poor organization, inflation and too much unregulated competition. "The notion of monopoly is a will-o'-the-wisp," he said. "We're faced with a tremendous conglomeration of competition."

Mr. Johnson told the NSSTC how the present Standard Operations Agreement helped REA meet "the worst crisis that confronted the express business in 121 years."

Under this agreement, REA is free to choose its own routes, to set prices and to make a profit. Historically, railroads routed express shipments, published rates and, as owners, split up

REA's revenues. Beginning next July, REA will buy line haul transportation from the railroads—as it now does on the Chicago & North Western—and will then become a customer of the railroads instead of a stepchild.

What is REA doing to overcome a \$38 million out-of-pocket deficit and emerge as a potent, competitive force in the small shipments field? Mr. Johnson outlined a three-pronged program embracing economy, competition and service.

- Organizational streamlining has trimmed excess salary and wage expenses. Increased use of containerization and piggyback has reduced handling costs. Little-used stations are being closed or consolidated. Equipment is being modernized—\$13 million has been committed to capital improvements since last October.

- REA has come out of its cocoon and is competing for new, attractive business. "The weight-distance concept of pricing is outmoded," said Mr. Johnson. "We are working on a new rate structure for small shipments—a radical new approach to pricing."

- "We don't make a profit if we don't serve the public. REA is unique—a coordinated, integrated service that can do the whole job for the shipper."

(For one example of REA's new look, see the story on p. 12, which describes the first steps in the agency's new key-point terminal program.)

Government-Guaranteed Loans Dwindle at ICC

Loan guaranty business at the Interstate Commerce Commission has come to a halt. When the Commission recently approved the Chicago & Eastern Illinois' application for guaranty of a \$3,000,000 loan, it cleared the docket. The guaranty arrangements were set up by the 1958 Transportation Act, which authorized guaranty of loans totaling \$500 million.

Loans totaling only \$66.3 million have been guaranteed thus far. Railroads involved, in addition to C&EI, were Boston & Maine, Lehigh Valley, Georgia & Florida, New Haven, New York Central, New York, Susquehanna & Western and Norfolk Southern. The Commission has denied only one loan-guaranty application—that of the Atlantic & Danville.

Dividends Declared

ATLANTIC COAST LINE.—5% non-cumulative preferred, \$2.50, semiannual, payable Nov. 10 to holders of record Oct. 23.

BEECH CREEK.—50¢, quarterly, paid Oct. 1 to holders of record Sept. 15.

BESSEMER & LAKE ERIE.—\$1.50 preferred, 75¢, semiannual, paid Oct. 1 to holders of record Sept. 15.

People in the News

ASSOCIATION OF SOUTHEASTERN RAILROADS.—Eugene W. Burroughs, Jr., general statistician, Seaboard, appointed assistant director of research, Association of Southeastern Railroads, Washington, D.C., succeeding Robert L. Cornelius.

CANADIAN NATIONAL.—D. I. Grant, vice president, associated services, Montreal, Que., retired Oct. 31.

Colin T. Cameron, regional employee relations officer, operating department, Winnipeg, Man., appointed assistant chief of car equipment, Montreal.

Thomas Havelock Dickson, chief electrical engineer, Atlantic region, Moncton, N.B., retired.

Andrew T. Matthews, assistant to vice president of traffic, appointed assistant freight traffic manager, Central region, Toronto, Ont.

CHICAGO & EASTERN ILLINOIS.—Harvard R. Osmond, assistant vice president—coal traffic, elected vice president—coal traffic, to succeed H. G. Feth, retired. Mr. Osmond's successor is Richard E. Miller, coal traffic manager, who in turn is replaced by T. F. Murphy.

ELGIN, JOLIET & EASTERN.—J. E. Arado appointed assistant general freight agent, Chicago.

FRISCO.—V. R. Copp, special engineer, Springfield, Mo., appointed principal engineer there, succeeding Oscar Fischer, who retired Sept. 30. B. E. Buterbaugh, construction engineer, Springfield, replaces Mr. Copp.

MAINE CENTRAL.—Ansel N. Tupper, acting superintendent, appointed superintendent, Portland, Me. John E. Hamilton named assistant to director of personnel.

MILWAUKEE.—W. Vincent Dilworth, assistant to freight traffic manager, sales and service, Chicago, appointed general agent, Buffalo, N.Y., succeeding William A. Stauffer, who retired Sept. 30. Robert L. Johnson, chief clerk in the office of general freight traffic manager, Chicago, replaces Mr. Dilworth.

MISSOURI PACIFIC.—W. G. Marbury, chairman of the board and chief executive officer, Mississippi River Fuel Corp., St. Louis, elected chairman of the board, MP.

Oliver W. Storck, general agent, Atlanta, Ga., named to the newly created position of southeastern traffic manager there. Kenneth K. Cobb, import-export agent, Houston, appointed general agent, Laredo, Tex., succeeding J. N. Dutcher, transferred to Los Angeles. Mario V. Fattori, traffic representative, New Orleans, replaces Mr. Cobb. Raymond J. Marshall, general agent, Birmingham, Ala., appointed to the newly created position of general agent, New Orleans.

Stanley L. Hopton, commercial agent, Milwaukee, Wis., appointed general agent, Chattanooga, Tenn., to replace August W. Lange, transferred to Birmingham, Ala.

RAILWAY EXPRESS AGENCY.—Ernest T. Williams, assistant vice president—personnel, retired.

ROCK ISLAND.—Murl Bonesteel has been appointed assistant superintendent of dining and sleeping cars, Chicago. C. H. Gray, master mechanic, Chicago division, named superintendent, Southern division, El Reno, Okla.

Lloyd N. Bright and T. A. Stoery named assistant general freight agents, Chicago. Leo

H. Dahms appointed district traffic representative, Philadelphia. L. S. Harris, general freight agent, Chicago, appointed assistant freight traffic manager, Fort Worth, Tex. W. E. Jones, Jr., division freight agent, promoted to division freight and passenger agent, Oklahoma City, Okla. J. D. Kirtley, district traffic representative, Hutchinson, Kan., named general agent, Houston, replacing D. F. Newberry, transferred to Pittsburgh. C. R. Sheets appointed general freight agent, Chicago.

B. J. Baesen and W. B. Kawa appointed purchasing agents, Chicago.

J. K. Beatty named assistant superintendent safety and operating rules.

SOO LINE.—James T. Hartnett, assistant to general freight traffic manager-sales and service, Minneapolis, appointed freight traffic manager-sales there, succeeding William C. Giese, who retired Oct. 1. Kenneth H. Peterson, assistant to general freight traffic manager-sales, Chicago, named freight traffic manager there. George B. Shimek, assistant freight traffic manager-sales, Minneapolis, appointed traffic manager-sales. Russell F. Berndt, passenger traffic manager, named traffic manager, rail-van and merchandise services. Paul H. Sullivan, assistant passenger traffic manager, appointed general passenger agent. John Holloway, general agent, Edmonton, Alta., named assistant traffic manager, Milwaukee, Wis., succeeding E. S. Rogers, Jr., resigned. George A. Larson, chief clerk and administrative assistant, promoted to the newly created position of assistant to vice president, traffic.

E. R. Henkel, assistant mechanical superintendent, Minneapolis, appointed superintendent of motive power there, and his former position abolished. George W. Hansen, assistant superintendent car department, Minneapolis, appointed superintendent car department there, to succeed L. R. Kassick, supervisor freight car department, who retired July 31. D. W. Paul, car foreman, Thief River Falls, Minn., named to replace Mr. Hansen.

SOUTHERN.—Lee M. Davis, superintendent stations and transfers, Chattanooga, Tenn., promoted to general freight claim agent there, succeeding M. Mason Barber, retired.

TEXAS & PACIFIC.—Effective Sept. 30, position of superintendent communications abolished and matters pertaining to communications placed under the jurisdiction of the Engineering Department.

UNION PACIFIC.—A. D. Hanson, general manager-labor relations, Omaha, Neb., named assistant to the executive vice president, in charge of personnel and labor relations there.

Supply Trade

J. E. Goodwin has been elected president of the United States Railway Equipment Co. and the U.S. Railway Leasing Co. He was formerly vice president of the equipment company.

Nicholas A. D'Arcy of Huntington Park, Cal. has been appointed Southern California representative of the Vapor Heating Corp., Chicago.

M. M. Murray has been appointed manager of engineering administration, Freight Divi-



Ansel N. Tupper
MC



J. E. Goodwin
U.S. Ry. Equip.

sion of Pullman-Standard, Michigan City, Ind.

Premier Industrial Corp., Cleveland, Ohio, has announced formation of a subsidiary, Premier Fastener, Ltd., of 218 Front Street East, Toronto, Ont., Can.

Guy R. Porter, Jr., district manager, has been appointed Atlantic regional manager, Industrial Division, Gould-National Batteries, Inc., Philadelphia, Pa., succeeding George P. Millington, Jr., named Central zone manager, Trenton, N.J.

J. E. LeMay has been named manager of technical service for brush and railroad products by National Carbon Co., Division of Union Carbide Corp., at New York. John Gibb, carbon products sales representative, Dayton, Ohio, has been appointed midwestern division manager of brush and railroad products at Pittsburgh, Pa. Edward T. Anderson, technical service manager for railroad products, New York, has been named manager of original equipment manufacturer diesel brush sales at Chicago.

Union Carbide Development Co., Division of Union Carbide Corp., has appointed the following sales representatives for ULOK cube air filters: C. R. Clingman, Inc., 306 Pere Marquette Building, New Orleans, La.; J. F. Spears Co., 2001 South West First Street, Miami, Fla.

Oakite Products, Inc., announced election of J. Justin Basch as second vice president and William A. Baltzell as vice president. Mr. Basch has been vice president in charge of marketing and will continue to be responsible for the marketing, research and product development programs. Since 1958 Mr. Baltzell has been industrial sales manager, which position he will continue to hold.

William V. Davey has been appointed sales manager, Railway Devices Co., St. Louis 1, Mo.

Robert R. Curtis has been appointed New York district sales representative, American Car & Foundry division of ACF Industries. Mr. Curtis previously spent nine years with Minnesota Mining & Manufacturing Co. as a special representative to eastern railroads.

OBITUARY

Graham C. Woodruff, 80, retired president of the L.C.I. Corp., New York, died Sept. 19 at his home in that city.

Ephraim Rigg, 68, retired vice president, Rock Island, died Sept. 17 at Salem, Ill.

Frederick Quee Tredway, 67, who retired in June 1958 as assistant to vice president, system passenger traffic—public relations, Southern Pacific, San Francisco, died Sept. 20 at Southern Pacific Hospital in that city.

You Ought To Know...

Report from the C&O clarifies our item on British "Road-railers" (RA, Sept. 19, p. 72). These combination rail or highway vehicles were not "conceived independently," as reports from England indicated, but are in fact C&O's Railvans modified for British use under a license agreement with Britain's Pressed Steel Co. They have different brakes, bodies and certain other features, but retain the Railvan's suspension and general concept throughout.

British Railway electrification now under construction is described in papers prepared for the British Railways Electrification conference in London, Oct. 3-7. Delegates from the U.S. are: K. A. Browne, director of research, C&O; S. V. Smith, assistant electrical engineer, PRR; J. Stair, Jr., Gibbs and Hill; R. R. Manion, assistant vice-president, NYC; M. I. Yasuna, mechanical and electrical engineer, NYC; and H. H. Duehne, assistant mechanical engineer—electrical, NYC. Messrs. Browne and Smith are reporters for the AAR; Messrs. Duehne and Smith for the AIEE.

D. E. Ferner has been elected president of the Chicago South Shore & South Bend, succeeding Jay Samuel Hartt, elected chairman of the board. W. P. Coliton, vice president of operations of the Minneapolis & St. Louis, succeeds Mr. Ferner as vice president and general manager.

Orders totaling \$31,000,000 have been received by General Electric for locomotives, transportation equipment, and parts. Included are some 200 locomotives of various types and sizes, electrical equipment for a number of metropolitan transit cars, and spare parts for these and other transportation equipment already in service.

Rail brotherhoods last week were studying possible court action on the ICC decision approving the Erie-Lackawanna merger (RA, Sept. 26, p. 9). The matter was on the agenda for a meeting of the Railway Labor Executives Association—a meeting just under way as this issue went to press. Basis for the unions' discontent was said to be the ICC's determination that it was not required to require a job freeze in approving the merger.

Eastern railroads opposing C&EI's joint rail-barge coal rates will be heard when ICC hearings resume in Washington Oct. 25. C&EI requested full Commission consideration of the "Gartland coal rate case" when a Division 2 decision earlier this year held the joint rates were not compensatory.

Round-trip fares have been cut to only 15% above cost of normal one-way tickets between Dallas and Denver and between Fort Worth and Denver - Colorado Springs-Pueblo by Colorado & Southern. New fares went into effect Sept. 1 for a four-month trial period.

A \$4-billion "injury industry" has grown up in the United States, according to University of Michigan legal researchers. Railroad and bus companies pay \$100 million of this. Other parts of the total: \$1.1 billion paid by insurance companies for personal injury automotive accidents, \$200 million paid by insurers for other personal injuries; \$1.0 billion or more in workman's compensation benefits; \$1.4 billion or more in expenses of insurance companies, courts, and administrative agencies handling personal injury claims.

ACL'S 33% interest in the L&N is what Illinois Central has asked for itself as a condition to possible ICC approval of the proposed ACL-SAL merger. In addition to wanting to buy the ACL share in the L&N, IC has also requested the Commission to deny control of CofGa by either Southern or the proposed Seaboard Coast Line Corp.—or to permit IC to "participate equally in joint control" of CofGa by any of its connecting lines.

Grand Central's new office building, slated to be the largest commercial structure in the world when it is completed, has a new name. The 59-story skyscraper to be built over NYC's Grand Central Terminal has been renamed the Pan Am building, after Pan American Airways, the principal tenant.

Legislation to ease commuter railroad crises in metropolitan areas will pass at the next session of Congress as part of the Federal Urban Renewal Program, Philadelphia City Solicitor David Berger predicted last week before the National Institute of Municipal Law Officers. Mr. Berger said that forthcoming federal legislation will be patterned after U. S. Senate bill 3278 providing a \$100 million revolving fund for low-interest loans for the purchase of new cars and other modernization.

Southern has received relief from Section 136.602 of the ICC's Rules, Standards and Instructions with regard to dragging equipment detector installations. Section 136.602 requires that, where such detectors are installed in automatic block signal territory, they shall be interconnected with the signal system. In a recent decision, the Commission will allow the Southern to install dragging equipment detectors at 99 locations, provided that the system of transmitting information concerning actuation of the detectors by a train to a central record center and of advising the train crew by radio that an abnormal or dangerous condition exists, is installed and maintained.

Two new TOFC schedules between Philadelphia, Reading, and Harrisburg, Pa., and points in the west, including service for the first time to Cincinnati and Dayton, Ohio, have been announced by the Reading.

Mediators are busy trying to make peace on the Rutland where four operating organizations (BRT, BLE, BLF&E and ORC&B) have been on strike since Sept. 16, over local wage and rules issues. NMB was also trying to head off a threatened BRT strike late last week against the South Buffalo.

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High Switching Costs Reduce Jobs

The railroads have a double reason to be watchful of their costs — (1) the standard business goal of converting as much as possible of their gross revenue into net earnings; and (2) the urgent necessity of keeping handling costs low on competitive traffic, so they may quote rates which will attract tonnage.

The Interstate Commerce Commission will not permit railroads to establish competitive rates which are below out-of-pocket costs—hence every rise in railroad costs which occurs in the handling of competitive traffic automatically reduces the “potential” traffic for which railroads are allowed to compete.

High terminal costs (currently ranging, on the average, between \$40 and \$80 per carload, in the case of box cars) are particularly harmful in their effect on the railroads’ ability to compete for traffic in the shorter hauls—because this \$40-\$80 cost is one which applies regardless of length of haul. As was pointed out on this page in our July 4 issue, terminal costs have been rising much more rapidly than line-haul costs.

About half of terminal costs are those incurred by switching operations — and wages paid to switching crews are, of course, a large element in these costs. The accompanying table relates freight and passenger car-miles to the hours and wages of road and yard enginemen and trainmen, comparing 1959 with 1939. It will be noted that yard crews’ hourly earnings increased 205% in the 20-year period, while their performance in relation to car-miles rose barely 1%. The car-mile performance of road crews went up 12% for passenger crews and 37% for freight crews in the same period, while the hourly earnings of these crews rose by a smaller percentage than did those of yard employees.

The end result was that railroads got 67% less car-mile performance per \$1 of wages to yard crews in 1959 than in 1939. The decline in car-miles per \$1 of wages was 61% in the case of passenger crews, and 52% for road freight crews.

There is always a lot of discussion about “increased productivity” of employees. This contention has some validity, when individuals or crews are compared with other individuals and crews. For example, on this page in our August 15 issue we showed figures indicating a difference of almost

100% in the efficiency of two yard crews operating in the same yard. But “increased productivity,” as an average over the years, is probably not attained because employees work harder or more skilfully in 1959 than they did in 1939, but, rather, because methods of operation and equipment have been improved. In any event, in railroad switching service, the modest “increased productivity” the figures reveal has been compensated for several hundred-fold by increased wages.

The problem of inflationary rises in costs presents just as much a challenge to railway labor organizations as it does to railway management—because, unless railroads can keep their costs down they cannot compete successfully for traffic; and when traffic is driven away by high costs and high rates, railroad employment suffers along with railroad earnings. Railroads have no resources (as other forms of transportation do), except their direct earnings, to draw upon for payment of wages and other expenses.

The interests of railroad managements and labor organizations are exactly parallel in controlling costs—especially those costs such as terminal costs which have such a direct bearing on the railroads’ ability to compete for traffic.

Performance of Yard and Road Crews in Relation to Wage Payments

	AVG. EARNINGS PER. HOUR ^e		% CHANGE
	1939	1959	
Yard Enginemen & Switchmen	91.5	279.4	+205
Passenger “ “ Trainmen	99.4	281.3	+183
Freight “ “ “	89.7	256.4	+186
	CAR-MI. PER HOUR WORKED*		% CHANGE
	1939	1959	
Yard Enginemen & Switchmen	127.6	128.6	+ 1
Passenger “ “ Trainmen	26.3	29.4	+12
Freight “ “ “	80.1	109.8	+37
	CAR-MI. PER \$1 OF WAGES*		% CHANGE
	1939	1959	
Yard Enginemen & Switchmen	139.4	46.1	-67
Passenger “ “ Trainmen	26.5	10.5	-61
Freight “ “ “	89.4	42.8	-52

*Car-mi. used in calculations are total of freight and passenger car-mi. in case of yard employees, but are separated between freight and passenger car-mi. for road train and engine crews.



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